

MALAITA ROADS IMPROVEMENT AND MAINTENANCE

Environmental and Social Management Plan
Revision F (Final)

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SIRAP2 Project Support Team (PST)

Quality Information

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ABBREVIATIONS

AF	SIRAP2 Additional Financing
AGO	Attorney General's Office
AP	Affected Person/People
BMP	Building Materials Permit
CAC	Community Advisory Committee
CESMP	Contractor's Environmental and Social Management Plan
CLO	Community Liaison Officer
CoC	Codes of Conduct
COL	Commissioner of Lands
COVID-19	Coronavirus Disease of 2019
CPIU	Central Project Implementation Unit
DBST	Double Bituminous Surface Treatment
ECD	Environmental and Conservation Division
EIS	Environmental Impact Statement
EHS	Environmental Health and Safety
ESF	Environmental and Social Framework
ESHS	Environmental, Social, Health and Safety
ESMF	Environmental and Social Management Framework
ESMP	Environmental and Social Management Plan
ESS	Environmental and Social Safeguards
GAS	Giant African Snails
GBV	Gender Based Violence
GCT	GBV Compliance Team
GRM	Grievance Redress Mechanism
HCC	Honiara City Council
HIV/AIDS	Human Immunodeficiency Virus/ Acquired Immune Deficiency Syndrome
HT	Human Trafficking
IA	Implementing Agency
IFC	International Finance Corporation
LAeq	Equivalent Continuous Level
MCA	Ministry of Communication and Aviation
MECDM	Ministry of Environment, Climate Change, Disaster Management and Meteorology
MID	Ministry of Infrastructure Development

MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPG	Malaita Provincial Government
NGO	Non-government organisations
NSSS	National Senior Safeguard Specialist
OHS	Occupational Health and Safety
PER	Public Environmental Report
PPE	Personal protective equipment
PS	Provincial Secretary
PST	Project Support Team
QMP	Quarry Management Plan
RAP	Resettlement Action Plan
SEAH	Sexual Exploitation, Abuse and Harassment
SECP	Stakeholder Engagement and Consultation Plan
SIG	Solomon Islands Government
SIRAP	Solomon Islands Roads and Aviation Project
SIRAP2	Second Solomon Islands Roads and Aviation Project
SWMP	Solid Waste Management Plan
TFSU	Technical and Fiduciary Services Unit
TMP	Traffic Management Plan
UXO	Unexploded Ordnance
WB	World Bank
VAC	Violence Against Children
WoMP	Worker Management Plan

Executive Summary

The Solomon Island Government (SIG) has been implementing the Second Solomon Islands Roads and Aviation Project (SIRAP2) since June 2022 to deliver aviation and road network improvements to support the development of climate resilient national transport infrastructure. In March 2025, Additional Financing (AF) for SIRAP2 became effective. This document was the revised version of the SIRAP original ESMP that was developed in 2018 and updated to capture the ongoing or planned activities under SIRAP2 as follows:

SIRAP2

- Honiara International Airport is located in Honiara, Guadalcanal.
- Munda International Airport is located in Munda, New Georgia Island.
- Existing road network in Noro Town on New Georgia Island.
- Santa Cruz Airport on Nendo Island, Temotu Province

SIRAP2 AF

- Suavanao Airport in Isabel Island, Isabel Province
- Upgrading of existing road network on Malaita Island

SIRAP2 AF for social risk is moderate, and environment risk is moderate. Therefore, the overall rating is a 'moderate' risk project under the World Bank (WB) Environmental and Social Framework (ESF) and requires the development of a site-specific Environmental and Social Management Plan (ESMP). Due to the nature of the project, it is expected that impacts will be site-specific; few, if any, are irreversible, and mitigation measures can be readily designed and implemented. The ESMP is required to identify and assess environmental and social issues associated with the proposed activities, and to develop mitigation and management measures that are consistent with WB requirements.

This ESMP, Revision F, focuses on the Malaita Roads upgrade, which will cover two (2) road corridors which specified below:

- Spot upgrade of the 21 km East Road from Baratolo to Atori
- Sealing of the 12km North Road from Gwaunaru'u Airport junction to Kwaisuluniu Road junction with Double Bituminous Surface Treatment (DBST) and concrete pavement.

1. Introduction

1.1 Project Overview

The SIG, with World Bank financing, is implementing SIRAP2 to improve the climate resilience and safety of the Solomon Islands' Road and aviation sector. In March 2025, In 2024, SIG requested additional finance (AF) for SIRAP2, given the need to expand SIRAP2 further.

The SIRAP2 is a continuation of the Solomon Islands Roads and Aviation project (SIRAP) that closed in December 2024. On 3 March 2025, the AF for SIRAP2 become effective and covers three (3) subprojects: Suavanao Airport upgrade in Isabel province and the improvement of 2 x Road corridors in Malaita province.

These two road corridors are part of the Malaita Roads Improvement project. However, few adjustments to the scope of the work as outlined under the SIRAP1 component. The two road networks capture under this revised ESMP include the sealing of the 12 km road from Gwaunaru'u Airfield junction to Kwaisuluniu Road junction with DBST and concrete pavement and the spot upgrade of the 21 km East Road from Baraitolo to Atori.

The 12 km road from Gwaunaru'u Airfield junction to Kwaisuluniu Road junction serves the people who resides along this road stretch, including communities, churches and schools. Likewise, the 21 km East Road from Baraitolo to Atori traverse through the mountainous region of Malaita and the road will provide a vital linkage to the communities along this road corridor, including community high schools, churches and a clinic and wharf in Atori.

The table below outlines the location of the roads improvement subprojects under the SIRAP2 AF. The identified works will only be undertaken on roads that are confirmed as having been declared and gazetted as public roads under the Roads Act.

Table 1: Confirmed approaches to Malaita Road Network

Location	Investment	Description
North Road	Sealing of the 12 km road from Gwaunaru'u Airport Junction to Kwaisuluniu junction with DBST and concrete pavement.	The existing road was upgraded under the SIRAP and also included the construction of three new bridges at Bio 1, Bio2 and Koa.
East Road	Spot upgrade of the 21 km road from Baraitolo to Atori.	East Road covers a total distance of 42 km, from Dala junction to Atori. The first 21 km section from Dala junction to Baraitolo was upgraded under SIRAP, including improving drainage systems and spot upgrade of selected sections. The work that will be covered under the current arrangement is to complete upgrading the remaining 21 km section from Baraitolo to Atori. The road traverses across the island, with a few areas of steep terrains.

An Environmental and Social Management Framework (ESMF)¹ was developed under SIRAP for Malaika Roads Improvement and Maintenance (MRIM). The ESMF established a process of environmental and social screening which allowed the institutions in charge of the implementation of the subprojects to identify, assess and mitigate the environmental and social impacts of subproject investments. The ESMF also determined the institutional measures to be taken during the project implementation, including those relating to capacity building.

Under the ESMF, all MRIM subprojects were required to have an ESMP.

1.2 ESMP Scope and Development

This revised ESMP will focus on the sealing of the 12 km North Road and the spot upgrade of the 21 km East Road as listed under Table 1. This ESMP will provide the environmental and social management measures that are to be implemented during the road upgrade and sealing works. Prior to any actual road works, community consultations and socialising of the Grievance Redress Mechanism to the affected communities and stakeholders will form an integral part of the project implementation.

Key activities include:

a) 12km North Road.

- Land clearance and preparation for camp and laydown areas/stockpile sites
- Subbase upgrade.
- Minor alignment of approach roads
- Installation of safety signs and traffic controls
- Construction of site drains, culverts and outlets
- Road sealing- 12km stretch along North Road
- Construction/installation of road and traffic safety signs/infrastructure
- Installation of guardrails
- Marking of line marks and traffic controls
- Management of road construction traffic
- Management of local traffic at the construction interface, and
- Decommissioning of camps and laydown areas has yet to be determined for this road corridor. Will involve establishment of camp and laydown area, along the North Road. Location to be determined.

b) 21km East Road

- Land clearance and preparation for camp and laydown areas/stockpile sites
- Subbase upgrade.
- Minor alignment of approach roads
- Installation of safety signs and traffic controls
- Construction of site drains, culverts and outlets
- Spot upgrade- concrete pavement for steep areas
- Construction/installation of road and traffic safety infrastructure
- Installation of guardrails
- Management of road construction traffic
- Management of local traffic at the construction interface, and

¹ Malaika Road Infrastructure Updates Environmental and Social Management Framework, February 2019

- Decommissioning of camps and laydown areas has yet to be determined for this road corridor. Will involve establishment of workers' camp and laydown area, along the East Road. Location to be determined.

The SIRAP2 Environmental and Social Risk Screening (ESRS) has given an overall Environmental and Social Risk Classification (ESRC) of 'moderate', with environmental risks classed as 'moderate' and social risks as 'moderate'. A site-specific ESMP is required. Due to the nature of the project, it is expected that the majority of the environmental and social impacts will be site-specific, few if any are irreversible, and mitigation measures can be readily designed and implemented. is required.

The Environmental and Social Risk Screening (ESRS) completed by the WB team identifies the relevant Environmental and Social Standards (ESS) that apply to the SIRAP2 activities. These are:

- ESS 1: Assessment and Management of Environmental and Social Risks and Impacts
- ESS 2: Labour and Working Conditions
- ESS 3: Resource Efficiency and Pollution Prevention
- ESS 4: Community Health and Safety
- ESS 5: Land Acquisition, Restrictions on Land Use and Involuntary Resettlement
- ESS 6: Biodiversity Conservation and Sustainable Management of Natural Resources
- ESS 8: Cultural Heritage
- ESS 10: Stakeholder Engagement and Information Disclosure

1.3 Accompanying ESF Instrument

In conjunction with the ESF, these listed instruments are also being produced for SIRAP2-AF sub-projects and to be implemented with this ESMP. These instructions are the latest version, cleared by WB, and accessible on the SIRAP2 website.

Labour Management Procedure (LMP), 2025²: The LMP for SIRAP2-AF encompasses terms and conditions of employment, non-discrimination, and equal opportunity, including a safe work environment free from violence and sexual harassment. It also addresses workers' organizations, restrictions on child and forced labour, and Occupational Health and Safety (OHS) considerations in the design, construction, and operational phases.

Stakeholder Engagement Plan (SEP), 2024³: The SEP for SIRAP2-AF has been prepared by Project Support Team (PST) on behalf of the client. It outlines a structured approach for community outreach and two-way engagement with stakeholders in appropriate languages, as well as adopting measures to include vulnerable and disadvantaged groups (poor, disabled, elderly, isolated communities). It is based upon meaningful consultation and disclosure of appropriate information.

Resettlement Action Plan (RAP), 2024⁴: PST has developed a RAP on behalf of the client to mitigate potential risks associated with the acquisition of land for SIRAP2-AF projects.

The objective of the ESMP is to provide a set of stipulations for managing the road upgrade and sealing works in a manner that incorporates the principles of environmental sustainability according to the SIG legislation and WB ESS within the ESF while minimizing potential adverse effects on the local community and the physical environment. To achieve this objective, the ESMP outlines the mitigation

² http://sirap.sb/images/Docs/6b_LMP_SIRAP2_AF_Final.pdf

³ http://sirap.sb/images/Docs/6d_SEP_SIRAP2_AF_Final.pdf

⁴ http://sirap.sb/images/Docs/6d_RAP_SIRAP2_AF_Final.pdf

measures required for avoiding or minimizing the potential impacts of the works and provides a monitoring program to confirm the effectiveness of the required mitigation measures. Roles and responsibilities are clearly defined for all stages of the project work and execution of the project works.

1.4 Integration of ESMP

It is the responsibility of the SIRAP2 Project Support Team (PST) to ensure that this ESMP is fully integrated into the project. This ESMP (or approved updated versions) will be included in all bidding documents and form the basis of the Contractor's ESMP (CESMP), which will detail the practical implementation of the mitigation measures identified in this ESMP. The ESMP is a dynamic document that should be updated when required to reflect the scope and the identified impacts and applicable mitigations measures ..

It is further the responsibility of the PST to ensure that this ESMP is considered in the review of any Terms of Reference (TOR) for Technical Assistance developed for the subproject. The safeguard requirements for any design or supervision of the Subproject will be fully integrated into the TOR to ensure that all safeguard responsibilities allocated within the ESMP are realized at the tender stage.

In this way, the ESMP will be fully integrated within the Subproject so that the required measures will be fully appreciated by all responsible parties and successful implementation will be achieved.

1.5 Disclosure

To fulfil the requirements of Solomon Islands law and World Bank ESS, the ESMP will be publicly disclosed by the Ministry of Infrastructure Development (MID) on the SIRAP2 project website. The Environment and Conservation Division (ECD) within the Ministry of Environment, Conservation, Disaster Management and Meteorology (MECDM) is the national responsible division under their mandate to publicly disclose all environmental and social reports in the media that are available.

Disclosure does not equate to the consultation (and vice versa), as disclosure is about transparency and accountability through the release of information about the project. The final Malaita Roads ESMP will be made available on the WB external website, on the SIRAP2 project website and in hard copy at the PST office at Kukum in Honiara. The disclosure of the ESMP will be in a PDF format less than 10Mb in size, so that it can be easily downloaded and emailed using Solomon Islands' standard internet connections.

Likewise, the PST will ensure that printed copies are readily available at the Malaita SIRAP2 office and easily accessible to affected groups and local Non-Governmental Organisations (NGOs).

The ESMP will be reviewed, updated, and approved as required. For each approved updated version of this ESMP, the PST will be responsible for disclosure through the above channels.

2 Project Description

2.1 Current Situation

Malaita Province has the highest population and largest road network outside of Guadalcanal, but the condition and standard of the road network on Malaita are of a lesser standard.

From the 2009 census report, the population of Malaita Province was 137,596 with 5,105 people living in the main town of Auki. The population density for Malaita Province was 33 per km², and has an annual growth rate of 1.2% but this increases to 11.6% in Auki. The 12 km Road for sealing transects two wards: Buma and Fuabu. Buma ward comprised a total population of approximately 8,122 according to the 2019 census, and Fuabu ward with a population of 9,926 according to the 2019 census report. Both these two wards are strategically located close to the Auki ward. Auki ward hosts the Malaita Provincial Government (MPG) Headquarters and is the only urban centre of Malaita. Auki accommodates commercial houses, Non-Government Organisations (NGOs), State-Owned Enterprises (SOEs), and national government offices. Auki is also home to the main port on Malaita. Public Utility providers, including Solomon Power, Solomon Water, and Telekom, also operate in Auki. Solomon Power's infrastructure stretches from Ambu to the southern side of Fiu bridge, Solomon Water from Ambu to Aligegeo and Telekom from Ambu to Kilu'ufi. The Auki ward, compared to the other two wards, is densely populated with a high concentration of residential dwellings. Buma and Fuabu are sparsely populated with communities spread over a larger landmass and are mostly rural.

The 21 km East Road for upgrade transect through two wards, Fauabu and Nafinua wards of East Malaita. The population of Nafinua ward is less than that of Fauabu, with a population of only 4,593 according to the 2019 census. The East Road connects the communities of the eastern region of Malaita to Auki township and to Honiara on Guadalcanal. This road provides a linkage for transporting market products to Auki and also for accessing services.

The people in rural areas, from both the North and East Road travel to Auki on a daily basis to access the hospital, shops, banks, market and other essential services. Auki also hosted the major infrastructure including a wharf and an airport at Gwaunaru. A number of Community High Schools are located in the rural areas and accessing internet for research purposes can be challenging, this opted the students to travel to Auki. Similarly, farmers and fishermen also had to travel to Auki market to sell their products.

SIRAP2, under the AF agreement, has selected main roads for upgrading and maintenance that have a high priority under the National Transport Plan (2017–2036) and the Medium-Term Transport Action Plan (2017–2021).

The project will support the maintenance and upgrade of the 21km from Baraitolo to Atori for spot improvements to improve climate resilience, and DBST sealing of the 12km North Road from Gwaunaru'u Road junction to Kwaisuluniu junction. Both road corridors are gazetted roads and will be addressed through the Project under the Additional Financing agreement.

The photos of the two roads conditions are provided in Table 2 and Table 3 based on site investigations that were recently conducted by the officers from SIRAP2 and MID, which show the status of the roads. The 12km North Road to be sealed was improved under the SIRAP and was completed in 2024, so the condition of the road is improved and is ready for the sealing with DBST and concrete pavement under the current SIRAP2- Additional Financing. The other 21km East Road corridor is in a deteriorated state and a hazard to road commuters, including pedestrians and vehicle users who use the road on a daily basis. Some of the photos taken from a recent visit show that the current state of the road is in Table 2: Photos of the selected sections along the 21km East Road and Table 3.

12 km North Road specifications are listed below..

- The average cross-section of the road has a width of 7m with no cross falls and constrained to a 4m width in some sections.
- The road was improved with proper drainage still intact along the shoulder of the access road.
- Road signages were installed along the road, including speed limit and blind spots.

21 km East Road specifications are listed below.

- The average cross-section of the road has a width of 7m with no cross falls and constrained to a 4m width in some sections.
- The road does not have any regulatory signage along the road, and the general speed observed is between 30km/h to 80km/h. There were also no warning signages for substandard curves, narrow road sections and high pedestrian areas such as villages and schools.
- It was noted that untreated vegetation on the roadside had become an issue, hindering adequate sight distance for drivers. This raises safety issues as there is a daily flight schedule to Auki during which there is a high traffic volume and vehicle speeds greater than 50km/h.
- Poorly maintained drainages or the absence of drains at critical locations have helped to exacerbate the deterioration of the road seals.
- The existing pavement surfaces were observed to have deteriorated with a number of defects and rated as average to poor condition. The pavement defects observed include:
 - A lot of minor and major potholes, the majority had recently been patched with coronous material as a temporary measure, which will not last for long;
 - Major stripping or loss of aggregate from the seal, leaving the binder and base material exposed to direct tyre contact.
 - Loss of bitumen surface treatment in various sections; and,
 - Pavement edge breakage and scouring

Table 2: Photos of the selected sections along the 21km East Road .

 Portion of the road leading to Atori.	 Sharp bend and steep areas along the East Road, 21km section- between Baratolo to Atori.	 Road meanders through a narrow ridge.
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Bridge located along the 21km corridor	Sharp bend along the main road to Atori	Communities along the 21km road to Atori
		
Section of the 21km East Road	Deteriorating road condition leading to Atori	Deteriorating Road condition leading to Atori

Table 3: Photos of the selected section along the 12km North Road

		
Deteriorating condition of the initial section of the 12km road.	Pavement gravel road section	Concrete pavement section
		
Koa bridge	Existing pavement condition.	Existing bridge and pavement condition.



2.1.1 Road Accidents in Malaita

From the reports referenced, the data showed that approximately 31% of the accidents that occurred from 2010 to 2019 in the entire Malaita were within Auki town sealed road network. These accidents are scattered within Auki Town, and along the three main roads of Malaita; North Road, South Road, and East Road. Although there is no specific recorded classification of the data along these sections, the data provided for all of Malaita shows that the accidents generally involve loss-of-control crashes, intersection crashes, head-on crashes, and crashes involving pedestrians.

Severe and fatal accidents account for approximately 14% and 9% respectively. That equates to 23 fatal and 15 serious accidents out of a total of 162 accidents over 10 years. This data is essential in the road safety design approach. With new sealed roads, this usually means an increase in vehicle speeds if speed limits are not strictly enforced. Road safety design can assist by minimising the risk and hazards, which in turn can assist in reducing accident fatalities.

The only facility in Malaita that was intended to handle severe injuries as such from vehicles accidents is Kilu'ufi Hospital which is located approximately 2km north of Auki Town. Like most hospitals in the Solomon Islands, Kilu'ufi hospital is equipped to handle critical care, staffed with 6 doctors, 30 registered nurses, and 32 beds, however, the condition of facilities and supply of drugs is limited and can impact the response provided for the crash care. The sealed roads provide access to this primary care facility for the local urban communities, but also the other rural communities from East Road, North Road, and South Road.

2.2 Overview of Proposed Works

The two subprojects are both in the Malaita Province of the Solomon Islands. The road sealing will be for the 12 km road starting from Gwaunaru'u junction (north of Auki) to Kwaisuliniu junction along the North Road corridor.

The detailed designs and drawings of the proposed works for both the 21km East Road upgrade and the 12 km sealing are in progress with the supervision consultant (Egis). The Design Development for the 12km sealed roads looks at the holistic view of the roads and their uses with specific consideration to the following aspects to ensure that road safety and sustainability are achieved:

- a) Road Safety, which provides for road crossfalls, warning signages, speed calming features and pedestrian footpaths;
- b) Drainages that include replacement of undersized culverts and installation of concrete drains to avoid scouring; and
- c) Sealing with a sturdier material that ensures increased durability.

The existing carriageway width of roads has been maintained except for localised widening to meet the minimum cross-section requirements for the provision of widened shoulders.

The existing horizontal and vertical alignments have been maintained except for Airport Road, where sections of low-lying roads are to be raised.

The following are the other considerations for the development of road design, which will be made available in the detailed design by the supervision consultant.

- Provision of crosswalks on all the roads;
- Warning signages for substandard horizontal and vertical alignment and intersections that cannot be seen by vehicles, where, due to budget constraints, the geometric alignment cannot be improved;
- Warning signage and/or speed humps for sensitive receptors, including villages, churches, and schools;
- Installation of footpaths where required;
- Geotechnical considerations that provide reinforcements of unstable sections of roadsides or steep road sections, as well as increasing the vertical alignment of the road. The raising of the road will be between 500 mm and 1000 mm above the original level; and,
- Maintenance of road and road features after the construction works that will be fully implemented by MID is vital to ensure longevity of the road package

2.3 Limit of Works

2.3.1.1 Longitudinal

The finalised sections of the road are shown in **Error! Reference source not found.** will be subjected to sealing work and improvements. The description of the roads is tabulated in Table4

Table 4: Road IDs under SIRAP2 AF scope

Road ID	Description	Revised Status
1	Baraitolo to Atori Road (21km)- spot upgrade will be conducted along this road corridor. The first 21km section was completed under SIRAP2- and the remaining 21km will be upgrade under this SIRAP2- AF.	This road corridor is divided into two Lots. Lot1: 21km from Dala Junction to Baraitolo-upgraded under SIRAP. Lot2: 21km from Baraitolo to Atori-to be upgraded under this phase- SIRAP2-AF.
2	Gwaunanru'u Junction to Kwaisuluniu Junction (12 km)- will be sealed with DBST and concrete pavement.	A spot upgrade was completed for this section under SIRAP2. This road section will be sealed with DBST and concrete pavement under this SIRAP2-AF.



Figure 1: Malaita Roads under SIRAP2- AF identified for upgrade (red) and for sealing (blue)

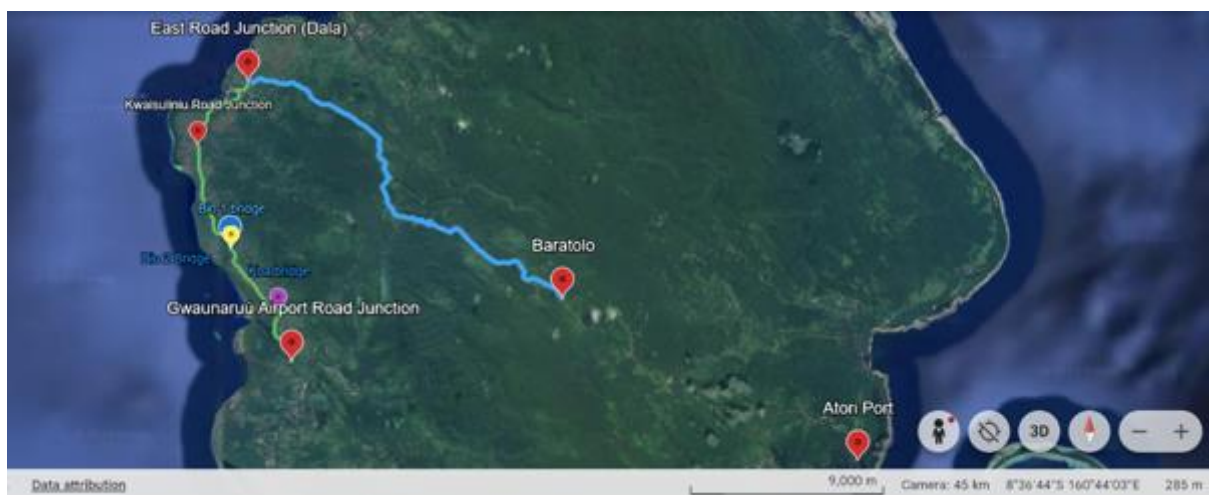


Figure 2: Malaita Roads and Bridges under SIRAP

2.3.1.2 Cross-Section

The limit of works in the cross-section of the sealed road to be upgraded is within the 30m gazetted right of way, measured 15m from the road centreline, and shown in Figure 3 below.

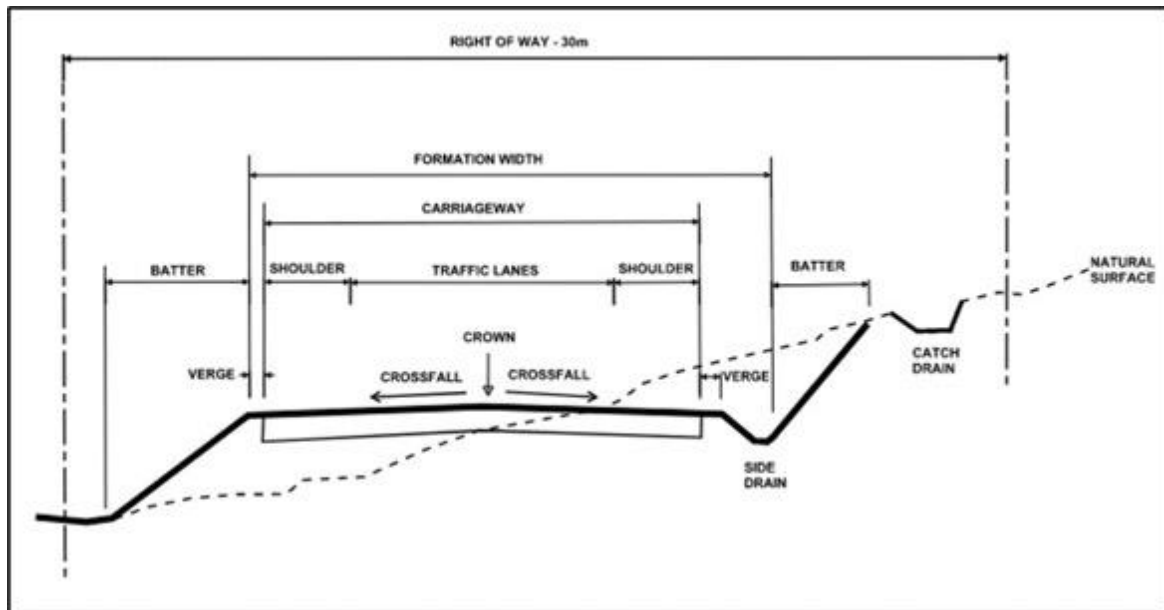


Figure 3: Road cross-section elements (Source: Austroads 1989)

Based on the designs, generally the carriageway will have 2 lanes at 3m each lane and 0.3m-1m shoulders on each side of the roads before longitudinal drains on the far side. In sections where footpaths will be installed, the footpaths shall be 1200mm in width and will replace the shoulders. There are sections where the footpaths shall only be on one side of the road, and other areas where the footpaths shall be on both sides. The shoulders will either be unsealed or sealed. Based on the above measurements, the roads would generally require about 8m minimum width to cater for the road lanes and shoulders or footpath. Additional width is required for drainage systems and adequate workspace.

Generally, it has also been assumed that at road junctions with secondary roads, the limit of works will be for 10m along the secondary road measured from the centre line of the main road.

2.4 Construction Methodology

This ESMP is updated based on the final design plans and corresponding construction methodology as outlined below.

2.4.1 Weather Conditions

Sealing and spot upgrade works require relatively dry weather, and these construction works will need to be conducted in the dry season.

The reported seasonal weather split for the site is:

- Dry Season: April to October; and,
- Wet Season: November to March.

2.4.2 Equipment

Specialised equipment such as asphaltic concrete plant, ordinary concrete batching plant, cranes and materials may need to be imported for the SIRAP2 AF project. It is likely that general construction equipment, such as excavators and rollers, can be sourced locally. All cargo, whether air or ship, will need to be processed in accordance with SIG quarantine and customs laws, which require fumigation (proof of) of materials and equipment and declarations by personnel (specifically regarding communicable diseases). Contractor must ensure that all vehicles (heavy and light) and equipment

undergo technical inspections and are regularly checked and maintained according to the manufacturer's operational manual throughout the project implementation.

2.4.3 Aggregate Supply

For this project, it is anticipated that Coronous materials and crushed aggregates required and shall be sourced only from approved quarry sites in Malaita, based on the approval by MID on the specification and MECDM based on the environmental screening and environmental management plan to manage potential impacts associated with the activities. According to WB, no new quarry sites should be opened for these works apart from those that have been used in the past road maintenance works, whose specifications have already been approved by MID for both underlay and overlay works on sealed road surfaces. MID will be responsible for sharing the information on the quarry sites in Malaita and their specification to enable the contractor to decide on the appropriate sites to use based on the standards required by the designs and approved by MID and SIRAP.

The contractor will be responsible for the quarrying, crushing, and transporting the aggregates from the quarry site to the laydown or stockpile area for processing and eventually to the location for construction work. The extraction works will need a quarry permit, quarry management plan (QMP), and CESMP to be developed by the Contractor and approved by engineer and PST. Accessible sources of suitable aggregate materials will need to be identified in the CESMP and approved by the Supervision Consultant and extracted under a valid Building Materials Permit.

The Building Materials Permit (BMP), specifically for road upgrade and sealing works, shall be obtained from the Mines Division of MMERE. MID will be responsible for applying for this extraction permit on behalf of the road project. Application for the building can only happen after a development consent is granted by the ECD of MECDM based on the acceptance of this ESMP. The Ministry of Infrastructure Development is also responsible for applying for this development consent, supported by SIRAP2 National Senior Safeguard Specialist (NSSS) and other permits from MECDM. If the contractor chooses to own his own BMP, he is required to perform environmental screening and develop an environmental management plan based on the guidelines provided in this ESMP to be approved by ECD. This certification shall be used as a supporting document when applying for the BMP to MMERE. The Contractor also has the option of buying approved aggregates from current suppliers who are based in Honiara, provided that the supplier shows evidence of BMP and relevant ESMP approved by ECD for the extraction of aggregates.

It is advisable that aggregates from Malaita Province be sourced from an area of the island that is not impacted by the invasive Giant African Snails (GAS) and must not transit through other parts of the island unless through biosecurity-controlled and approved stockpile site.

The Contractor will need to assess the different bridge structures along the haulage routes to ensure that they can withstand loads and can cater for the width of aggregate haulage vehicles from the quarry site to the stockpile area and eventually to worksites.

Potential quarry sites in Malaita are mostly under tribal or private land ownership. The MPG revealed on 20 February 2020 and recently on 21 July 2025 that they own a section of land at Gwaigeo area, about 2 kilometres by road downstream of Fiu River Bridge, which contains a sand bar that may be relevant for quarrying purpose, though relevant geotechnical tests have not been performed on the soil there for suitability for pavement works. MPG indicated in the meeting that SIRAP could utilise the quarry site for its road and bridge works if it is found to be suitable. Appropriate formalities shall be fulfilled according to the process outlined in Section 5.2.1 of this ESMP and in Section 5.3.5 of the Malaita Projects ESMF.

The Provincial Secretary (PS) of MPG stated in a meeting in July 2020 that MPG has a current agreement with the landowners of Kwaimanafu Quarry site for any provincial developments. This quarry was formally used by Kitano in previous road works. The PS said that SIRAP can access this quarry through formal agreements with MPG and added that for any projects that operate in Malaita, it is their wish that they would be the ones to liaise with and sign a long-term Memorandum of Understanding (MOU) with resource owners (including quarry owners) in Malaita. Projects shall extract aggregates from these quarries through an MOU with MPG. MPG shall manage the resource owners' expectations and requirements. The advantage of this approach is the fact that projects will only have to deal with MPG, a single entity, rather than having to deal with separate landowners, which can be complex at times. MID will decide on the appropriate approach - whether to go through MPG or directly to the tribal and landowners. The usual process is that when an appropriate quarry site is identified, MID will sign an MOU with the land/tribal owners for accessing the site. The contractor will sign a Memorandum of Agreement (MOA) with the owners that would spell out the agreed-upon cost for extracting the aggregates. But extraction cannot commence until the appropriate BMP has been issued by MMERE.

The contractor shall have appropriate Management Plans in place, including a QMP and Traffic Management Plan (TMP). The contractor shall ensure that it performs a screening on the site before agreeing to use any quarry site.

A request was forwarded to MID to carry out the following tests on quarry sites previously used by road contractors:

- Atterberg Limits;
- Moisture Content (OMC);
- Compaction (CBR);
- Particle Size Distribution (PSD);
- Water Absorption; and
- Flakiness Test/Crush Face Test.

2.4.4 Construction Camp and Laydown Areas

The laydown site(s) (sometimes referred to as a construction camp) generally will consist of the project offices, storage areas, stockpile sites, asphalt and concrete plants and associated facilities. The contractor's construction camp, facilities and operation must comply with the World Bank Environmental and Social Standards, particularly ESS2, by promoting workplace safety and health, ensuring fair treatment and equal opportunity, and protecting all project workers—including women, persons with disabilities, children of legal working age, migrant and contracted workers. It must prevent forced and child labor, support freedom of association and collective bargaining in line with national laws, and provide accessible channels for workers to raise concerns. Additionally, in line with ESS4, the project must anticipate and avoid adverse impacts on the health and safety of affected communities throughout its lifecycle, including during both routine and non-routine activities. Infrastructure design and construction should incorporate safety, quality, and climate change considerations. The project must minimise community exposure to traffic risks, disease transmission, and hazardous materials, establish effective emergency response measures, and ensure that security arrangements safeguard personnel and property without posing risks to the surrounding communities. Shared usage of facilities and sites, such as construction camps and quarries, with other projects is prohibited for this designated project.

It is foreseeable that there will only be one contractor working to upgrade the sealing roads and would require a main laydown area to install an aggregate crushing plant, asphalt plant and concrete

batching plant for processing materials for the road works. There might be other areas required to establish a contractor camp and storage or parking area for road machines along the route. The main laydown site must be located on a site that is separated from residential areas and critical places such as schools because of the asphalt plant that will be set up in the laydown area. WB has advised that the asphaltic concrete plant needs to be 300m away from residences and at least 150m from waterbodies. The asphalt plant is necessary in this project as the sealing of roads will be done with asphaltic concrete.

Prior to the establishment of the asphaltic concrete plant, consideration should be made on where the plant is to be located, as it can produce nuisances such as noise and a mercaptan odour.

With the establishment of the laydown site, there is potential for noise, dust and occasional odour, which can be managed through proper consultation with communities, and to ensure that work is done during times that are acceptable, especially between 7 am and 6 pm. In terms of odour issues, wind direction determines which communities are going to be impacted.

The contractor, when deciding on the laydown site/s, also needs to be strategic on the number required and where it place them along the route if more than one site, to ensure shorter haulage routes, road safety, time, and cost effectiveness. The contractor, with the support of Community Advisory Committees (CAC), MID and SIRAP2 Community Liaison Officer (CLO), will identify and secure those appropriate sites.

Laydown site(s) size should be kept to a workable minimum, be fenced, and materials and equipment kept secure to prevent access and use by non-authorized personnel. Should the laydown site(s) be located outside of the works security perimeter, the hiring of a local security firm to provide security for the area is recommended.

For ready mix concretes, no company in the Malaita Province produces and sells ready mix concrete that can be utilised for the works. Concrete will be needed for drains, footpaths, road shoulders and other uses; thus, also need the establishment of a concrete batching plant on the contractor laydown site, apart from the asphalt plant.

Social issues can be minimised by placing the laydown site located away from communities. The confirmed location of the laydown will be fully described in the CESMP and subject to WB clearance. Planning and management of the laydown site(s) will follow all requirements of the ESMP, and implementation of these mitigations, along with any additional mitigations identified by the Contractor, will be detailed in the CESMP.

At this stage, there are no confirmed suitable locations identified for laydown purposes. MID has not confirmed a suitable location at this stage, though it is looking at two proposed sites owned by the MPG. The establishment of this area will need to be in accordance with the requirements of this ESMP. The contractor can decide to pursue this site or look for alternative areas.

Kwaibala: In 2007, the Contractors laydown site for the Post-Conflict Emergency Rehabilitation Project was at the Malaita Province Works Department Site at Kwaibala area south of Auki Township. This area according to MID officer has been sold to a private owner by the former MPG. A meeting with the present MPG in July 2020 revealed that the government is not clear on the current ownership of the land and as a result it will not be considered for use by SIRAP2.

Police Station: Another potential laydown site that was previously used as a laydown area by Dalgro in 2016 for their resealing works and again by the submarine cables works in early 2019 is located in Auki, immediately south of the police station. This land is owned by RSIPF Auki. During a visit to Auki

undertaken by SMEC in July 2020 observed that the lot was still vacant. This area is suitable only for site offices and storage of light machines. The contractor can liaise with RSIPF for possible use of the area.

Gwaigeo: The piece of land that MPG owns at Gwaigeo is about 2km by road west of Fiu River Bridge. The MPG is happy to offer any size of area within that block as required by the project for contractor laydown and possible contractor camp. The site will also host an asphalt plant. The area is sparsely populated as shown in Figure 4. There is a rural training centre and a community high school just opposite the area. It is proposed that the asphalt plant be located such (Figure 4) that it has maximum clearance from the schools and the nearest community on the west.



Figure 4: MPG land at Gwaigeo proposed for Laydown area

The asphalt plant indicated by the red circle in Figure 4 is placed such that there will be about 270m clearance from the rural training centre, about 300m from the community high school and 170m from the nearest residences on the western side of the laydown. The Fiu River north of the laydown would have a clearance of more than 400m from the asphalt plant. If the clearance between the asphalt plant and nearby residences does not meet the recommended buffer distance, the implementation of comprehensive mitigation measures will minimize potential impacts on the surrounding communities. These include installing advanced air filtration systems to control dust and emissions, limiting operations to daytime hours to reduce noise, and using low-noise equipment. Traffic management plans will be enforced to reduce congestion and improve safety, while emergency response protocols will be established to address incidents such as fires or chemical spills. Health screenings and sanitation measures will help prevent disease transmission, and security arrangements will be designed to protect personnel and property without posing risks to residents. Continuous community engagement, including accessible grievance mechanisms and regular consultations, will ensure transparency and responsiveness.

The site itself has been formerly used for agricultural purposes and is already disturbed. The site is covered predominantly by grasses and shrubs.

If this area is confirmed as a laydown site, this ESMP will be updated to cater for the clearances. The establishment of this area will need to be in accordance with the requirements of this ESMP.

2.4.5 Workers Camp

It is anticipated that there will be a need for a residential workers' camp at Malaita for the proposed sealing and spot upgrade works. However, should a contractor wish to establish a worker's camp, appropriate land lease arrangements should be made and approved by the Supervision Consultant in conjunction with SIRAP2 PST. The Commissioner of Lands will approve the rate of the lease. The necessary steps required in the International Finance Corporation (IFC)/WB Workers Accommodation: Process and Standards Codes of Practice should be followed. Should a worker's camp be required, then these guidelines must be adhered to, and updates made to the ESMP and CESMP as appropriate.

Based on the ESMP screening assessment, there are identified risks associated with the influx of workers into the community. To mitigate potential social tensions and conflicts—arising from pressure on local resources, cultural misunderstandings, increased risks of Sexual Exploitation, Abuse, and Harassment (SEAH), and heightened vulnerability of women, girls, and children to Gender-Based Violence (GBV)—it is recommended that contractors establish workers' camps outside of community boundaries. A Workers' Camp Management Plan, to be prepared by the contractor in accordance with guidelines in Appendix C, will be required. This plan should address key aspects of camp establishment and operations, including visitor control, sanitation and water systems, waste management, and specific measures to prevent GBV (refer to Section 5.2.3).⁵

In addition, an Influx Management Plan will be necessary due to the expected arrival of skilled workers from other parts of the Solomon Islands and potentially from overseas. This plan should focus on cultural orientation for non-local workers and outline strategies to manage interactions with local communities, aiming to prevent inappropriate behavior, GBV, and other forms of misconduct.

2.4.6 Haulage Routes

Transport to and from the site and the construction camp and laydown area, particularly of materials and equipment, must occur on the existing road network, and to prevent accidents, dust emissions, spillages, noise, and vibration nuisances during operations, the following required measures will be implemented: installation of wheel wash stations to reduce dust from vehicle movement, covering of transported loads to prevent material spillage and airborne particles, and regular maintenance and servicing of vehicles to minimize leaks, mechanical failures, and exhaust emissions. Deviations from the nominated access routes will not be tolerated.

If the transport of material or equipment is likely to impact on normal pedestrian and vehicle traffic or pose an increased safety hazard, consideration should be given to moving these items during off-peak times. Measures such as prohibiting the use of engine braking and the use of speed control in and close to settlements can be implemented to reduce noise, speed, and vibration near sensitive receptors (Section 4.4).

The confirmed haulage route is unknown at this stage since the location of the laydown site has not yet been confirmed, but the contractor will determine the haulage route and include it in the TMP and CESMP. The CESMP should assess any requirements, and any necessary measures will be reflected in the TMP. Should off-peak transportation of materials be necessary, it is important to communicate this ahead of time to the communities along the route.

⁵ <http://pubdocs.worldbank.org/en/497851495202591233/Managing-Risk-of-Adverse-impact-from-project-labor-influx.pdf>

2.4.7 Hazardous Substances

Hard stand areas must be available for storage of hazardous substances and other equipment that poses a potential risk to the environment (e. g. leaking lubricant from machinery). Runoff from hardstand areas used to store machinery will need to be collected and treated (e.g. oil-water separator) to prevent contamination of soil or water bodies. Hazardous substances (e.g. fuel, lubricants, oil, paint) must be stored in a self-bunded tank or, with the Supervision Consultant's permission, within a bunded area with a capacity of 110% of the total volume of the tanks. Solid waste and wastewater must be managed in such a way to prevent the spread of vector-borne diseases and contamination of soil and water bodies. The requirements to handle, store, dispose or respond to accidental spillage of hazardous substances must be reflected in the appropriate CESMPs including Hazardous Materials Management Plan, Spill Prevention and Emergency Response Plan, within OHS Plan and Waste Management Plan.

Solid waste in the form of general waste, recyclable and non-recyclable inorganic waste, organic biodegradable waste, hazardous waste and construction waste will be generated by project activities. Solid waste includes:

- General waste (i.e. office type waste, household waste (from any workers camps), lightweight packaging materials);
- Recyclable waste (i.e. certain plastics, metals, rubber, etc. that can be recycled);
- Organic biodegradable waste (i.e. waste that will decay/break down in a reasonable amount of time, such as green waste, food waste);
- Inorganic non-recyclable waste (i.e. waste that cannot decompose/break down and which cannot be recycled); and
- Hazardous waste (i.e. asbestos, waste oil, etc.).

MPG, through its Environmental Health Department or Works Department, should be contacted by the Contractor to assess the possibility of using a licensed landfill for these wastes. In addition to this, and with the approval of the Supervision Consultant:

- Organic biodegradable waste may be deposited in designated dumping areas in reasonable quantities; and,
- Recyclable waste may be supplied to a local receiver licensed to process such waste. The Contractor needs to find out if there are local buyers of used aluminium cans in Malaita and Honiara.

The Contractor must develop a Solid Waste Management Plan (SWMP) (Appendix C) for all generated waste streams, to be submitted as an Appendix of the CESMP for clearance by the Supervision Consultant. At all times, the Contractor is responsible for the safe and sound disposal of all solid waste generated by the Works.

It is the Contractor's responsibility to obtain all necessary permissions for transport and safe disposal of hazardous waste from the project site in a legally designated hazardous waste management site within the country or in another country, and to ensure compliance with all relevant laws. Evidence will need to be supplied to the Supervision Consultant of proper disposal of waste at the final location (disposal slips). This may be costly, and the cost of this must be catered for in the construction and site rehabilitation budgets.

The export of any hazardous waste must comply with the Basel and Waigani Conventions, which Solomon Islands is a signatory to, and any relevant laws enacted by the source and the recipient countries. If there are hazardous wastes to be transported overseas, the storage and handling of those

locally must be such that they pose no risk to the people and the environment. ECD Chief Environment Officer for Waste Management and Pollution Control when consulted with regarding this issue advised that the Waigani Convention Process for exporting hazardous waste must be facilitated through ECD as they are responsible to manage and facilitate and also provide support in identifying the appropriate importer.

Disused material will be generated from the excavations. Most of the clean fill material can either be used to backfill areas along the roads that need to be raised or can be used as a resource (e.g. base course material) for general use by communities along the road.

All surplus material from excavations shall be removed from the site area and safely disposed of in compliance with any local requirements at the Employer's nominated disposal site(s) and/or disposed of at the Contractor's quarry site(s), before the start of the defects liability period.

Unless otherwise instructed by the Supervision Consultant, other surplus materials not needed during the defect's liability period shall be removed from the site.

2.4.8 Occupational Health and Safety

All OHS requirements as per WB ESS Guidelines and SIG law must be in place and workers trained in necessary procedures (e.g. Spill Prevention and Response Management Plan). The OHS Management Plan Guidelines in Appendix C have been designed to reinforce existing SIG health and safety law and must be applied to all aspects of the SIRAP project. The Contractor will ensure that OHS Plans are developed as part of its CESMP and presented as an addendum to the CESMP.

For the Project, sealing Roads ESMP proposes that in addition to the national OHS standards, the Employer is also adopting guidelines for OHS based on good international industry practice. To qualify, bidding contractors is required to have in place an occupational health and safety management system that is compliant with, or equivalent to, OHSAS 18000 (<http://certificationeurope.com/ohsas-18000-health-safety-managment-standards/>) and is acceptable to the client and requirement to have a dedicated OHS (or HSE) personnel included as key specialist/personnel (within its OHS management system). The Contractor shall specify which occupational health and safety standards are to apply to the Project and provide evidence of the application of such standards on a project of similar size and complexity during the past 5 years. The standards to be adopted may include those of Australia, Canada, New Zealand, the EU, and the US, which are referred to in the WB Group Environmental Health and Safety (EHS) Guidelines.

Civil works shall not commence until the Supervision Consultant has approved the OHS Plan, the Occupational Health and Safety Officer is mobilised full on-site, and staff have undergone induction training. Details of the expected content of the OHS Plan and expected practices of the Contractor with regards to health and safety are stipulated guidelines in Appendix C and summarised in Section 5.2.2.

In light of the global COVID-19 pandemic, the project remains committed to protecting its workers and complying with the Solomon Islands' health guidance. Although formal COVID-19 restrictions have been lifted, the project will continue to prioritize the well-being of all personnel by following recommendations from local and national health authorities. All workers are encouraged to undergo COVID-19 testing if symptomatic or exposed to a confirmed case. If a worker tests positive⁶ or has been in close contact with a positive case, they are strongly advised to self-isolate as recommended

⁶ [MoHMS Health Advisory](#):

by healthcare professionals. This voluntary measure is considered best practice to reduce the risk of transmission and maintain a safe working environment.

2.4.9 Unexploded Ordnance

The unexploded ordnance (UXO) clearance for the sealing and spot upgrade works is managed by SIRAP2 PST.

SIRAP2 PST stated that, unlike Honiara and Munda, which were the sites of several WW2 conflicts that resulted in numerous UXOs in the vicinity of SIRAP Munda and Honiara works sites, Malaita Province experienced an absence of WW2 conflict. This is reinforced by the UXO investigations undertaken in December 2019 by the SIRAP component for the three small bridges (Koa, Bio 1 and Bio 2) and North Road test pits in which no UXOs were found. Also, the roads in Malaita proposed for upgrade and sealing have been excavated on numerous occasions for construction and maintenance purposes, and no UXOs have been encountered. Additionally, the Protection of Wrecks and War Relics Act (Cap 150) does not list Malaita Province as a restricted area. No further UXO clearances are warranted for the Malaita bridge or road sites.

The Contractor, however, for precautionary purposes and in the case of an UXO chance find, shall be equipped with a UXO Response Plan as outlined in Appendix H of this document for all the worksites relating to the sealing and spot upgrade works, including the roads, laydown site(s) and quarry areas.

2.4.10 Duration and Timing of Construction Activities

The timeframe and duration of the sealing and spot upgrade road works is expected to be 12 months and should commence in the second quarter of 2026. This is subject to change depending on the procurement process for the contractor and other factors which are as yet unforeseen. Once the contract is awarded to a contractor, a detailed construction schedule showing the staging of the works for each working shift is to be submitted to SIRAP2 PST prior to any commencement of works.

Daytime works are permitted Monday to Saturday 7.00 am to 6.00 pm subject to the facilitation of unobstructed vehicle movements.

Works outside these hours, including public holidays, will only be permitted subject to approval by the Employer and the affected communities will need to be well informed.

Work on the site will not be permitted on Sunday. However, the Contractor may carry out work if it is unavoidable or necessary for the saving of life or property or for the safety of the Works, in which case the contractor shall immediately advise the supervision consultant and SIRAP2 PST.

2.5 Consents and Permitting

Based on a review of the legislative requirements, a summary of national consents and permits that may be required is listed in Table 5: Permitting Requirements for the sealing and spot upgrade works below.

Table 5: Permitting Requirements for the sealing and spot upgrade works

Consents Required	Agency Responsible for Applying	Ministry
Felling Licence (if required)	Contractor/MID	Ministry of Forestry and Research (MoFR)
Development Consent	Contractor/MID	MECDM
License to discharge waste, emit noise, odour or electromagnetic radiation	Contractor/MID	MECDM

License to store fuel and oil	Contractor	MMERE
Permit to mine (quarry) building materials	Contractor/MID	MMERE
Exemption for offshore insurance	Contractor/MID	MoFR
Work Permit for expatriate employees	Contractor/MID	Ministry of Commerce, Industries, Labour and Immigration (MCILI)
Residency permits for expatriate employees	Contractor/MID	MCILI
Biosecurity import clearance	Contractor/MID	Ministry of Agriculture and Livestock (MAL)
Other Business License issued by the Malaita Province (If required)	Contractor/MID	MPG
Permit to extract materials from the riverbed	Contractor/MID	MMERE
Grant of any ancillary easement over registered land (If required)	Contractor/MID	MMERE
Development Permit	Contractor/MID	Malaita Provincial Office

2.6 Alternatives

This section outlines the alternatives considered for the proposed works. Once the scope of works is finalised, any additional options will be assessed only if instructed by the Ministry of Infrastructure and Development (MID). This section will be updated accordingly prior to the release of bid documents.

No-Action Alternative. The ‘no action’ alternative is not considered viable under this project. For the 21 km East Road, inaction would lead to further degradation of the road surface, increased maintenance costs, and heightened road safety risks for local communities. Similarly, failure to seal the 12 km section of the North Road would exacerbate dust pollution, limit access to essential services, and negatively impact the socio-economic development of Malaita Province. These consequences are inconsistent with the project’s objectives and broader development goals.

Preferred Alternative. The preferred option involves upgrading and sealing the identified road sections using context-appropriate construction methods that comply with World Bank Environmental and Social Standards (ESS), particularly ESS1 (Assessment and Management of Environmental and Social Risks and Impacts) and ESS4 (Community Health and Safety). This approach is expected to deliver long-term transport resilience, improved safety, and enhanced access for rural communities..

3 Policy, Legal and Administrative Framework

3.1 National Requirements

The SIG has a well-established regulatory framework that provides measures to protect and preserve the environment. This framework comprises various acts and regulations that outline the responsibilities of different ministries based on their respective focuses. These include, but are not limited to:

3.1.1 The Environment Act and Regulation

The Environment Act 1998 (the Act)⁷ and the Environment Regulations 2008⁸ (the Regulations) establish provisions for the conservation and protection of the environment. The Act creates an integrated system for development control, environmental assessment, and pollution control. This includes the prevention, control, and monitoring of pollution, regulating the discharge of pollutants into air, water, or land, reducing risks to human health, and preventing environmental degradation. It also regulates the transport, collection, treatment, storage, and disposal of waste while promoting recycling, reuse, and recovery of materials in an economically viable manner. Additionally, the Act ensures compliance with regional and international conventions and obligations related to the environment.

The Second Schedule of the Act lists prescribed developments that require consent from the ECD. This process must be accompanied by an environmental assessment, which can take the form of either a public environmental report (PER) or an environmental impact statement (EIS). All prescribed developments require an initial "screening" or "scoping" to determine the appropriate level of environmental assessment needed. Most prescribed developments will require a PER, while significant projects—such as logging, mining, or large-scale tourism and infrastructure developments—will necessitate a more detailed appraisal. This appraisal will include technical, economic, environmental, and social investigations, as well as consultations with stakeholders. The findings are then presented in an EIS.

The Regulations expand the requirements of the PER and EIS to encompass the following elements:

- i. assessing the social impact on surrounding communities;
- ii. ensuring public participation;
- iii. outlining employment opportunities for Solomon Islanders;
- iv. conducting a demographic impact assessment;
- v. performing a health impact assessment;
- vi. completing a gender impact assessment;
- vii. executing a noise impact assessment;
- viii. determining whether any of the above assessments may result in short- or long-term harmful effects on the environment.

Additionally, the Director may impose further requirements that must be met, such as notifying the applicant within 31 days of any additional obligations.

⁷ Solomon Islands. (1998). *Environment Act 1998 (No. 8 of 1998)*. Pacific Islands Legal Information Institute. https://www.pacilii.org/sb/legis/num_act/ea1998159.pdf

⁸ Solomon Islands. (2008). *Environmental Regulations 2008*. Ministry of Environment, Climate Change, Disaster Management and Meteorology. Retrieved from <http://reddplussolomonislands.gov.sb/index.php/resources/related-legislation/social-and-environmental-impact-assessment.html>

3.1.1.1 Development Consent Application

To initiate the environmental assessment process, the developer must submit a written application to the Director of the ECD using Form 1, as outlined in Section 17 of the Environment Act. This application must include all required information and be accompanied by the standard fee. The Director will then determine the appropriate type of environmental assessment—either a PER, an EIS, or a waiver of the requirement. A response outlining the assessment requirements will be provided within 30 days.

If an EIS is deemed necessary, the Director will convene a Public Meeting, allowing at least 30 days for stakeholders to review the report, discuss findings, and raise any objections. In contrast, a PER does not require a public meeting. Within 14 days following the Public Meeting or the publication of a PER, the Director will issue a Development Consent—either with conditions or as a rejection—based on whether all requirements are satisfactorily met. This consent will be issued using Form 5 and may include additional implementation conditions.

The Development Consent will also require the developer to pay an environmental bond, the amount of which will be determined by the Director. The developer is responsible for covering all costs related to mitigating environmental impacts and may also be charged for monitoring activities. Any monitoring costs incurred by ECD—whether through internal inspectors or external parties—must be reimbursed by the applicant.

Given the scope and risk level of the road project, a PER is expected to be required. This will be prepared in accordance with the ESMP, and the conditions outlined in the resulting Development Consent will be incorporated into the CESMP.

3.2 Other Acts

Relevant articles from other Acts governing these proposed works are listed below. The Contractor is responsible for ensuring that they are familiar with and compliant with these Acts.

Table 6: Other Governing Acts

Other Acts	Definitions
Mines and Minerals Act (1996)⁹	Definitions: "Building materials" means clay, gravel, sand, and stone used for buildings, roads, or other construction purposes
	Definitions: "Landowner" in relation to a registered interest means the person in whose name the interest is for the time being registered, and in relation to customary land, means the person or persons who are or are, according to current customary usage, regarded as the owner or owners of the land.
	Definitions: "open cast mining" means surficial mining or quarrying of minerals exposed either at the surface or after removal of overburden.
	Part VIII: Building Materials, 65. -(1) Each applicant for a building materials permit shall specify in a written application to the Director- (a) his full name, address or, in the case of an application by a partnership or other association of persons, the full names, addresses and nationalities of all partners or

⁹ Solomon Islands. (1996). *Mines and Minerals Act 1996 (Cap. 42)*. Ministry of Mines, Energy and Rural Electrification. Retrieved from <https://mmere.gov.sb/index.php/alias-resources/legislation/8-mines-and-minerals-act/file.html>

	all such persons, or, in the case of an application by a corporate body, the registered name and address of such body and the full names and nationalities of the directors and the full name and nationality of any shareholder who is the beneficial owner of more than five per cent of the issued capital; (b) a plan of the area, which shall not exceed half a square kilometre, for which the permit is sought. (c) the proposed plan for mining the building materials; and (d) such other information as the Director may require. (2) Each application shall be accompanied by the written consent to the issuance of the permit of the landowners in the area for which application is made, which consent may include such terms and conditions relating to surface access fees and compensation for damage as may have been agreed between the applicant and the landowners. (3) Each application shall be accompanied by payment of such application fee as shall be prescribed.
River Waters Act (1964)	5. Any person who, except under and in accordance with the terms and conditions of a permit issued under this Act- (a) by means of a ditch, drain, channel, pipe or any other means whatsoever, diverts any water from a river. (b) fells any tree so that it falls into a river or riverbed. (c) in any manner obstructs or interferes with a river or riverbed; (d) builds any bridge, jetty or landing stage over or beside any river. (e) damages or interferes with the banks of any river; or (f) contravenes any order made under section 4 of this Act, shall be guilty of an offence and without prejudice to the provisions of section 6, shall be liable to a fine of two hundred dollars or to imprisonment for six months or to both such fine and such imprisonment: Provided that nothing in this section shall apply to the diversion of water by any person for domestic purposes.

	8.-(1) The Minister or, subject to the directions of the Minister, any inspector may in writing grant permits authorising, subject to the provisions of this Act and any regulations made thereunder and to such terms and conditions as shall be therein specified, any of the acts specified in paragraphs (b), (c), (d) and (e) of section 5.
Safety at Work Act (1996)¹⁰	Purpose: an act to provide for the health, safety and welfare of persons at work and to protect persons against risks to health or safety arising out of or in connection with the activities of persons at work; to impose specific requirements in respect of particular articles and substances that are a potential source of danger; to make minor amendments of the labour act and the workmen's compensation act; and for connected purposes. Provides detailed regulations governing duties of dangerous machinery (article 19), electrical installations (article 20), flammable substances (article 22), and training (schedule 1)
Labour Act (1996)¹¹	13.-(1) Subject to any lower maximum number of hours of employment applicable to him by virtue of any regulation, rules, contract or agreement negotiated on his behalf - (a) the normal weekly hours of any worker shall not exceed forty-five hours; (b) the normal daily hours of work of any worker in an industrial or agricultural undertaking shall not exceed nine hours; (c) a worker whose hours of work exceed six hours daily shall be given a break of at least thirty minutes arranged so that the worker does not work continuously for more than five hours; (d) hours of work and breaks from work shall be so arranged as not to require the worker's presence at the place of work for more than twelve hours daily; (e) a worker shall be given a weekly rest of at least twenty-four continuous hours, which shall, where practicable, include Sundays or other customary rest days; and (f) no worker shall be required to work on a gazetted public holiday or on more than six days in one week, unless such worker is employed in a service to which the Essential Services Act applies or in an occupation in which work on public holidays or customary rest days is expressly provided for in his contract of service. (2) The above limits on hours of work may be exceeded in those processes which by reason of their nature are required to be carried on continuously by a succession of

¹⁰ Solomon Islands. (1996). *Safety at Work Act 1996 (Cap. 74)*. Ministry of Commerce, Industry, Labour and Immigration. Retrieved from https://www.labour.gov.sb/wp-content/uploads/dlm_uploads/2016/07/Safety-At-Work-Act.pdf

¹¹ Solomon Islands. (1996). *Labour Act (Cap. 73)*. Ministry of Commerce, Industry, Labour and Immigration. Retrieved from https://labour.gov.sb/wp-content/uploads/dlm_uploads/2016/07/Labour-Act-Cap-73.pdf

	shifts, subject to the condition that the average working hours shall not exceed nine daily and forty-five weekly over a period of three weeks; (3) Workers engaged on shift work shall be given at least twenty-four continuous hours of rest weekly notwithstanding that the incidence of shift rotas may be such that this rest period does not coincide with the normal or customary weekly rest days. (4) In order to ensure continuity of operations an employer may require workers engaged on shift work to remain on duty until relieved by the succeeding shift or until permitted to leave by the supervisor responsible: Provided that such workers shall be paid at overtime rates for any additional hours so worked. (5) The limit on hours of work specified in this section may be exceeded subject to the total hours worked (including hours of overtime) not, without the approval of the Commissioner, exceeding fifty-seven hours in any work weekly or two hundred and twenty-eight hours in any calendar month. (6) The onus of showing the necessity to extend hours of work beyond those provided for in subsections (2) and (5) shall lie on the employer in any particular case and shall be subject to approval by the Commissioner.
	37.-(1) No person shall employ an immigrant or non-indigenous worker unless such worker has obtained from the Commissioner a work permit and the employment relate to the conditions of such work permit. (2) No immigrant or non-indigenous worker whether employed or self-employed shall work in Solomon Islands without a work permit from the Commissioner which shall specify the work which such immigrant or non-indigenous worker may undertake.
	39. Women shall not be employed during the night in any undertaking, except where the night work- (a) has to do with raw materials or materials in course of treatment which are subject to rapid deterioration; or ... (c) is that of a responsible position of management held by a woman who is not ordinarily engaged in manual work; or ... (h) is not prohibited by an international convention applying to Solomon Islands and is specifically declared by the Minister by order to be work upon which women may so be employed.
	46. No child under the age of twelve years shall be employed in any capacity whatsoever

	47. A person under the age of fifteen shall not be employed or work - (a) in any industrial undertaking, or in any branch thereof, except in employment approved by the Minister; or... 70.-(1) At every place of employment the employer shall provide for all workers such medical attention and treatment with medicines of good quality, first-aid equipment and appliances for the transportation of sick or injured workers as may be required by the Commissioner or a Health Officer.
Planning and Development Act	5 Planning and Development Boards (1) There shall be a Planning and Development Board in each Province and in Honiara. (2) Each Board shall in its respective Province or, as the case may be, in Honiara carry out the duties imposed and the functions conferred on it by this Act. (3) The Minister may from time to time give to a Board general or special directions about the exercise of any of its functions or the performance of any of its duties under this Act and the Board shall comply with such directions. (4) Each Board shall be constituted in accordance with and be subject to the Schedule to this Act. (5) A Board may appoint authorised officers to exercise powers or perform functions of the Board under the direction of the Board. (6) At any time during which a Board has not been appointed, the powers and functions of the Board may be exercised and performed by: (a) in the case of a Province, the Provincial Executive; or (b) in the case of Honiara, the Honiara City Council. 5A Provincial Plans (1) A Board for a province may approve a Provincial Plan for the development of land in the province. (2) The Provincial Plan must include the following matters: (a) the location and extent of registered land and customary land in the province; Reprint authorised by the Attorney General and published under the Legislation Act 2023 6 (b) an outline of the existing and proposed uses of land in the province, including the location of existing and proposed: (i) roads and other transport infrastructure; and (ii) settlements, schools and clinics; and (iii) industrial infrastructure; and (iv) areas for agriculture, forestry and mining activities; (c) the long-term strategy for development in the province; (d) in relation to a provincial plan for Guadalcanal Province, the relationships and links between existing and proposed land uses in the province and in Honiara; (e) any other matter relevant to the development of the province that the Board considers relevant or the Minister directs the Board to include in the Plan. 7 Areas for which Local Planning Scheme may be prepared. A Local Planning Scheme may be prepared for any area of registered land.

Road and Transport Act, 2016¹²	Part 1 Preliminary “road” means any public road within the meaning of the Roads Act or any Act replacing that Act and includes any other road or way, wharf or car park on which vehicles are capable of travelling and to which the public has access, and includes a bridge over which a road passes;
Honiara Local Planning Scheme, 2015¹³	Definition ‘Road’ means a public road as defined in the Roads Act (Cap. 129) and includes a public right of way created under section 185 of the Land and Titles Act (Cap. 133)¹⁴. 6.8 Road Zone Roads are an important form of public space and must be preserved as road corridors. They include all the amenities within the road reserves, such as the footpaths, street light, landscaping and street trees. There should be no other permitted activities other than roads, service utilities and sign posts under the approval of the responsible authority. Future road reserves shall be determined at the time of subdivision for residential, commercial and industrial purposes. 8.5 Road Standards 1. Primary / Arterial Road – 30m Road Reserve - 4 lanes with drainage, service lines and footpaths Note: The Road Transport Act (Cap. 131) itself may not list specific zoning dimensions in its clauses, the 30m corridor is enforced through planning schemes (E.g. HLPS, 2015), MID policy, and infrastructure regulations. The Act supports zoning through its provisions for road safety, infrastructure management, and land use coordination.

3.3 Regional Governance

The Provincial Government Act established the division of the Solomon Islands (SI) into provinces, with North and East Roads governed by Malaita Province. Each province has an elected Provincial Assembly that represents the different wards within the province. While the central government has delegated some responsibilities to the provincial government, the specific boundaries of authority can sometimes be ambiguous. Schedule 5 of the Provincial Government Act¹⁵ outlines the legislative matters for the provinces in the table below:

Table 7: Schedule of the Provincial Government Act

Category	Definition
Trade and Industry	Local licensing of professions, trades, and businesses, as well as local marketing.
Cultural and Environmental	Local crafts. Historical remains. Protection of wild creatures.
Transport	Coastal and lagoon shipping. Provision, maintenance, and improvement of harbours, roads, and bridges.

¹² Road Transport Act (Cap. 131), in force as of 1 June 2016, is available via PaCLII

¹³ Honiara Local Planning Scheme 2015 – Legal Notice No. 80

¹⁴ Land and Titles Act (Cap. 133) – reprint in force at 5 Feb 2024

¹⁵ Solomon Islands. (1997). *Provincial Government Act 1997 (No. 7 of 1997)*. Ministry of Provincial Government and Institutional Strengthening. Retrieved from <https://www.mpgis.gov.sb/legislation/6-provincial-government-act-1997.html>

Finance	Raising revenue by (a) head tax, (b) property tax, (c) fees for services performed or licenses issued by or on behalf of the Provincial Executive (other than services performed, or licenses issued by them as agent of another); and (d) such other means as may be approved for the purposes of this paragraph by the Minister by order.
Agriculture and Fishing	Animal husbandry. Management of agricultural land. Grants, loans, and subsidies are available for agricultural production—protection, improvement, and maintenance of freshwater and reef fisheries.
Land and Land Use	Codification and amendment of existing customary law about land. Registration of customary rights with respect to land, including customary fishing rights. Physical planning is not allowed except within a local planning area (within the meaning of the Town and Country Planning Act or an area to which Part IV of that Act has been applied (development areas).
Local Matters	Fire services and fire protection. Waste disposal and cleansing services. Rest houses, eating at houses, and similar places. Public conveniences. Vagrancy. Public nuisances. Cemeteries. Parks and recreation grounds. Markets. Keeping of domestic animals. Building Standards.
Local Government	(1) The constitution, area, and general powers and duties of Area Councils and similar bodies, their revenue and expenditure. (2) The making of by-laws by such bodies, that is, laws (a) affecting only the area of responsibility of the body; (b) not having effect until confirmed by the Provincial Executive; and (c) not made for a purpose for which provision is made by or is or may be made under any other enactment. (3) To determine by resolution of the Provincial Assembly the salaries and allowances to be paid in respect of area councillors.
Housing	Housing. Regulation of rents.
Rivers and Waters	Control and use of river waters; pollution of water; provision of water supplies (other than urban water supply in areas prescribed by the Minister under the Solomon Islands Water Authority Act).
Liquor	Liquor licensing
Corporate or Statutory bodies	Establish corporate or statutory bodies to provide provincial services, including those related to economic activity.

3.4 Consents and Permitting

Based on a review of the legislative requirements, a summary of national consents and permits that may be required is listed in Table 8: Permitting Requirements for the sealing and spot upgrade Road works below.

Table 8: Permitting Requirements for the sealing and spot upgrade Road works

Consents Required	Agency Responsible for Applying	Ministry
Felling Licence (if required)	Contractor/MID	Ministry of Forestry and Research (MoFR)
Development Consent	Contractor/MID	MECDM
License to discharge waste, emit noise, odour or electromagnetic radiation	Contractor/MID	MECDM
License to store fuel and oil	Contractor	MMERE
Permit to mine (quarry) building materials	Contractor/MID	MMERE

Exemption for offshore insurance	Contractor/MID	MoFR
Work Permit for expatriate employees	Contractor/MID	Ministry of Commerce, Industries, Labour and Immigration (MCILI)
Residency permits for expatriate employees	Contractor/MID	MCILI
Biosecurity import clearance	Contractor/MID	Ministry of Agriculture and Livestock (MAL)
Other Business License issued by the Malaita Province (If required)	Contractor/MID	MPG
Permit to extract materials from the riverbed	Contractor/MID	MMERE
Grant of any ancillary easement over registered land (If required)	Contractor/MID	MMERE
Development Permit	Contractor/MID	Malaita Provincial Office

4 Potential Environmental and Social Impacts

The potential environmental, social and cumulative impacts which may arise from project activities are assessed in this section based on the findings of the ESMF.

4.1 Description of Project Site

This ESMP Revision F describe the environmental and social baseline along the two existing gravel roads of North & East.

Both road networks—North Road and East Road—are inland routes characterised by undulating terrain and mountainous landscapes. Communities along East Road are sparsely distributed, whereas most communities along North Road are situated close to each other, with only a few isolated areas. Besides the communities that the two roads traverse, they also connect other communities or wards, nine (9) wards in the Northern Malaita region (West Baegu to East Baegu Wards), and seven (7) wards in the south-eastern area (Kwai to Asimeuru Wards), facilitating access for people to business, markets, education, and healthcare facilities.

North and East Malaita feature diverse economic activities, ranging from agriculture¹⁶ (copra, cocoa¹⁷), livestock, fisheries, seaweed farming¹⁸, infrastructure (markets, roads), to emerging sectors like ecotourism, mineral prospecting, and SME support¹⁹—all fostered by local government, NGOs, and community-driven development efforts. Accessing reliable and safe road infrastructure is essential as it forms vital corridors for socio-economic activity and regional connectivity.

4.1.1 North Road

The North Road runs inland, approximately one kilometre or less from and parallel to the western coastline of Malaita, traversing undulating and mountainous terrain. It crosses four bridges, three of which—along with concrete pavements—were constructed under the SIRAP.

The surrounding landscape, once native forest, has largely been cleared for agricultural purposes, with land now used for coconut (copra), cocoa, teak, banana plantations, and general gardening. No primary or pristine native vegetation remains along the corridor, and no rare or endangered species have been identified, indicating a low risk of biodiversity loss. Approximately three culturally significant sites are located near the proposed sealing project.

Administratively, the road lies within Buma and Fauabu Wards under the West Kwara'ae Constituency, with populations of 8,122 and 9,926, respectively, and population densities of 68.45/km² (Buma) and 51.48/km² (Fauabu). The corridor is lined with villages that host primary and secondary schools, health centres, and residential settlements, forming a continuous pattern of human activity. Children commonly walk along the road to school, as there are no dedicated pedestrian footpaths. Buses, taxis, and open truck vehicles are the most commonly used forms of public transportation in the area.

4.1.2 East Road

The East Road traverses steep mountainous ridges and gradually descends toward the shoreline near Atori Station, making it a challenging inland route. While the surrounding land is used for agriculture—similar to the North Road—some areas along the corridor remain naturally forested, preserving pockets of native vegetation. Atori Port, located in East Malaita, lies within a region known for its rich mangrove ecosystems. Similar to other coastal areas in Malaita—such as Langalanga Lagoon, Lau

¹⁶ [\\$2.1m Worth of CDF Livelihood Assistance Delivered to North Malaita Constituency | Sunday Isles](#)

¹⁷ [E/Malaita cocoa, copra farmers get support - Solomon Star News](#)

¹⁸ [East Malaita Seaweed Farmers Receive Support from Government - In-depth Solomons](#)

¹⁹ [East Malaita Seaweed Farmers Receive Support from Government - In-depth Solomons](#)

Lagoon, and Maramasike Passage. However, the area is highly populated and the mangrove ecosystems are mostly modified habitat, indicating a low risk of biodiversity loss.

The road upgrade work will be confined to the existing road corridor, and the impact to the mangrove ecosystem, which is approximately 20meter from the existing road alignment is expected to be minimal. However, it is important to note that local communities have previously cleared mangrove trees in the area for housing materials and continue to harvest mangrove branches for firewood and other uses. From the consultations conducted, there is no culturally significant sites along East Road. However, consultation and awareness will be ongoing over the duration of the project.

Administratively, the road overlaps Fauabu (West Kwaraáe Constituency) and Nafinua Wards under the East Malaita Constituency, with populations of 9,926 and 4,593, respectively, and population densities of 51.48/km² (Fauabu) and 33.95/km² (Nafinua). The corridor is dotted with schools, health centres, and scattered residential settlements, contributing to a continuous pattern of human activity. As with North Road, children commonly walk along the road to school due to the absence of dedicated pedestrian footpaths. Open truck vehicles primarily serve as public transportation connecting larger villages and Auki.

The project will consider the cumulative impacts from other activities, and projects that may also be operating along these road corridors and which will likely compromise the project compliance performance. During the consultation in July 2025, for the North Road, this stretch of road is heavily populated with extensively modified habitat compared to the East Road, that is sparsely populated and traverse through some forested areas.

4.2 Impacts on Sensitive Receptors

The two main roads section for Malaita Province for the road upgrade works is all gazetted, and the road works will be within the road corridor; no land acquisition is required. According to the findings of the SIRAP2 AF Resettlement Action Plan and further assessment during the ESMP screening, it is expected that resettlement impacts will be significant to minors. There are physical structures, crops, or trees that are likely to be impacted, but this will be confirmed after the detailed designs are updated during the implementation phase, and the relevant owners of these assets will be identified and consulted with by MID.

Sensitive receptors along the 12km (North Road) and 21km (East Road) of gravel gazetted road along the two subproject routes have been identified and are marked in Figure 5 to Figure 12. Environmental and social sensitive areas have identified during field investigations. The seal works along the gazette North Road will take place in two (2) wards: Buma and Fauabu Wards, while East Road will take place in two (2) wards: Fauabu & Nafinua. All three wards (Buma, Fauabu & Nafinua) are rural with scattered villages.

Table 8 and 9 summarises the key potential environmental and social impacts on those sensitive receptors in relation to the sealing and spot upgrade of the gazetted roads, based on the subproject screening and the ESMF. The photographs in Table 9: Summary of sensitive receptors along gazetted North Road are mainly used only as examples to represent the different sensitive receptors along the sealed roads and not necessarily the actual location of potential safeguard issues. The designs ensure that roads are only widened in necessary sections to ensure improvement of the road and road safety.

Table 9: Summary of sensitive receptors along gazetted North Road

	Sensitive Receptor	Potential Impact
1		Encroachment into the road reserve: ▪ Disruption to activities in the encroachment area. ▪ Damage to property from construction machinery. ▪ Temporary loss of access to assets when works in close proximity.
2	  	Roadside Tree Plantation: ▪ Accidental damage to / loss of assets during construction works.

3	    	Roadside Workshop: ▪ Noise and dust disturbance during construction works. ▪ Limited access to the workshop during construction works. ▪ Accidental damage to roadside property during construction works. ▪ Safety risks to the workshop owner/workers and community members.
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4		Bridge: ▪ Damage to existing infrastructure from heavy loaded trucks and machinery. ▪ Choke point for traffic during construction works. ▪ Erosion of exposed soil and subbase materials on steep bridge approach sections during periods of heavy rain during approach works. ▪ Sedimentation run off into river systems from exposed soil and subbase materials during heavy rain events. ▪ Geofabric should be installed on the riverbanks and downstream areas. ▪ In the event of accidental oil or fuel spills from machinery, it is essential to ensure that prime coat applications occur during dry weather. Spill kits must be readily available, and machinery should be inspected regularly for any leaks..
5		Narrow bridge with no walkway: ▪ Pedestrian safety risk from construction equipment and truck during crossing. ▪ Pedestrian safety risk after upgrade works from regular traffic competing with pedestrians for space on bridge span.
6		Gravel extraction site: ▪ Reduction in water quality of river from sedimentation. ▪ Temporary reduction in available river gravels to other local projects. ▪ Water pollution (oil/fuel spill) from working with extraction machinery in and around river. ▪ Regular altering of habitat from active gravel extraction – not considered a natural habitat under WB ESS6. ▪ Approximately 6km downstream to coast - no impacts on marine environment.

7		Church: ▪ Traffic accidents involving pedestrians going to and from church. ▪ Noise and dust disturbance during construction works.
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8		School: ▪ Traffic accidents involving school children coming to and from school. ▪ Traffic accidents involving people going to and from sports events. ▪ Noise and dust disturbance during school hours. ▪ Increase in traffic speed after sealing.
9		School: ▪ Traffic accidents involving school children coming to and from school. ▪ Traffic accidents involving people going to and from sports events. ▪ Noise and dust disturbance during school hours. ▪ Increase in traffic speed after sealing.
10		School: ▪ Traffic accidents involving school children coming to and from school ▪ Noise and dust disturbance during school hours ▪ Increase in traffic speed after resealing

11		Health Center: ▪ Traffic accidents involving patients and visitors going to and from the health center. ▪ Noise and dust impacts during construction works.
12		School: ▪ Traffic accidents involving school children coming to and from school. ▪ Traffic accidents involving people going to and from sports events. ▪ Noise and dust disturbance during school hours. ▪ Increase in traffic speed after sealing.
13		Gwaunoa Market: ▪ Noise and dust access during construction works. ▪ Traffic impacts from construction vehicles. ▪ Reduced access to stalls for community and vendors during works. ▪ Community safety

14



River:

- Not considered a natural habitat under WB ESS6 but still a sensitive receptor given its proximity to coastal environment (500m).
- Water pollution from oil or fuel spill.
- Alteration of water quality and course from dumped stones or aggregate.
- Increased sedimentation from run off during construction works.
- Infrastructure vulnerable to climate related changes to river.

		
	Bio tabu site 	Tabu site ▪ Destruction/alteration to tabu/sacred site. ▪ Pollution or noise that affect sanctity of site.
15	Fote Heigh Tabu tree  Tabu site at Karasi	

		
16		Training Centre and High School: ▪ Approximately 250m and 320m from potential asphalt plan site for road works. ▪ Noise and dust disturbance from production and haulage of asphalt ▪ Damage to existing road due to haulage of heavy loads ▪ Increased risk of traffic accidents from project traffic ▪ Disruption of important events such as exams, tests or events.
17		Fiu River: ▪ Considered as a natural habitat under WB ESS6 and a sensitive receptor given its proximity to coastal environment (500m) and the potential construction camp (400m from proposed asphalt site and alongside haulage route). ▪ Water pollution from oil or fuel spill. ▪ Increased sedimentation from run off during construction works. ▪ Chance of riverbank damage from haulage activities.

Table 8 Summary of sensitive receptors along the gazetted East Road.

	Sensitive Receptor	Potential Impact
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1	    	Encroachment into the road reserve: ▪ Disruption to activities in the encroachment area. ▪ Damage to property from construction machinery. ▪ Temporary loss of access to assets when works are in proximity.
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2		Roadside Tree Plantation: Accidental damage to / loss of assets during construction works.
3		Roadside workshop/shops/canteen: - Noise and dust disturbance during construction works. - Limited access to the workshop/shops/canteens during construction works. - Accidental damage to roadside property during construction works.

4	  	Bridge: ▪ Damage to existing infrastructure from heavy loaded trucks and machinery. ▪ Choke point for traffic during construction works.
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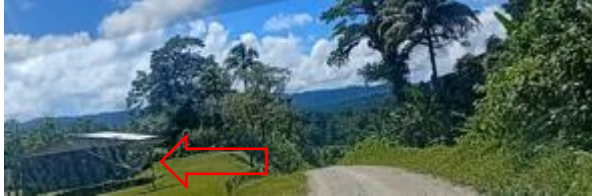
5	   	Narrow bridge with no walkway: ▪ Pedestrian safety risk from construction equipment and trucks during crossing. ▪ Pedestrian safety risk after upgrade works from regular traffic competing with pedestrians for space on the bridge span.
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6	Baratalo Quarry  Feraábu Quarry  Manpower Quarry 	Gravel extraction site: ▪ Temporary reduction in available coronous gravels to other local projects. ▪ Land pollution (oil/fuel spill) from working with extraction machinery in and around the quarry sites. ▪ Regular altering of habitat from active gravel extraction – not considered a natural habitat under WB ESS6. ▪ Approximately 6km downstream to the coast - no impacts on the marine environment.
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7		Steep section: ▪ Ongoing climate related degradation of regravell road on completion of works due to runoff on road surface.
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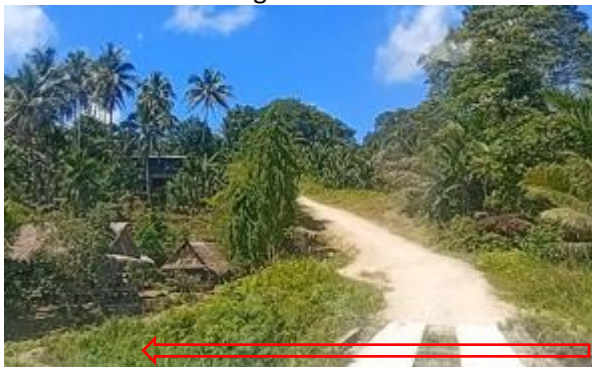
		
8	  	Church: ▪ Traffic accidents involving pedestrians going to and from church. ▪ Noise and dust disturbance during construction works.

9		School: ▪ Traffic accidents involving school children coming to and from school. ▪ Traffic accidents involving people going to and from sports events. ▪ Noise and dust disturbance during school hours. ▪ Increase in traffic speed after sealing.
10		School: ▪ Traffic accidents involving school children coming to and from school. ▪ Traffic accidents involving people going to and from sports events. ▪ Noise and dust disturbance during school hours. ▪ Increase in traffic speed after upgrade works.
11	  	Health Center: ▪ Traffic accidents involving patients and visitors going to and from the health center. ▪ Noise and dust impacts during construction works.

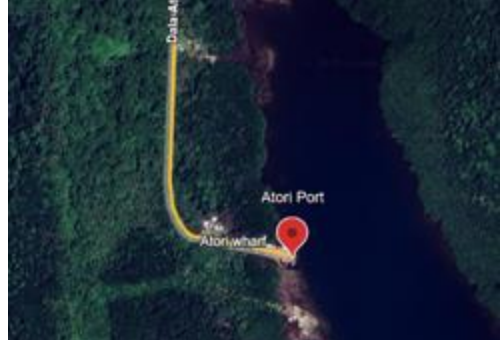
12	A tributary that feeds into the Aluta River.  Aluta Bridge River  A tributary that feeds into Aluta River   	Aluta River: ▪ This is a modified ecosystem. ▪ Water pollution from oil or fuel spill. ▪ Alteration of water quality and course from dumped stones or aggregate. ▪ Increased sedimentation from run off during construction works. ▪ Infrastructure vulnerable to climate related changes to river.
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River at Kwaiafa Village



		
13		Community Market: ▪ Noise and dust access during construction works. ▪ Traffic impacts from construction vehicles. ▪ Reduced access to stalls for the community and vendors during works.

14		Mangrove Forest • Physical damage to trees and roots • disturbance of wildlife • Water pollution from oil or fuel spills. • Alteration of water quality and course from dumped stones or aggregate. • Increased sedimentation from runoff during construction works
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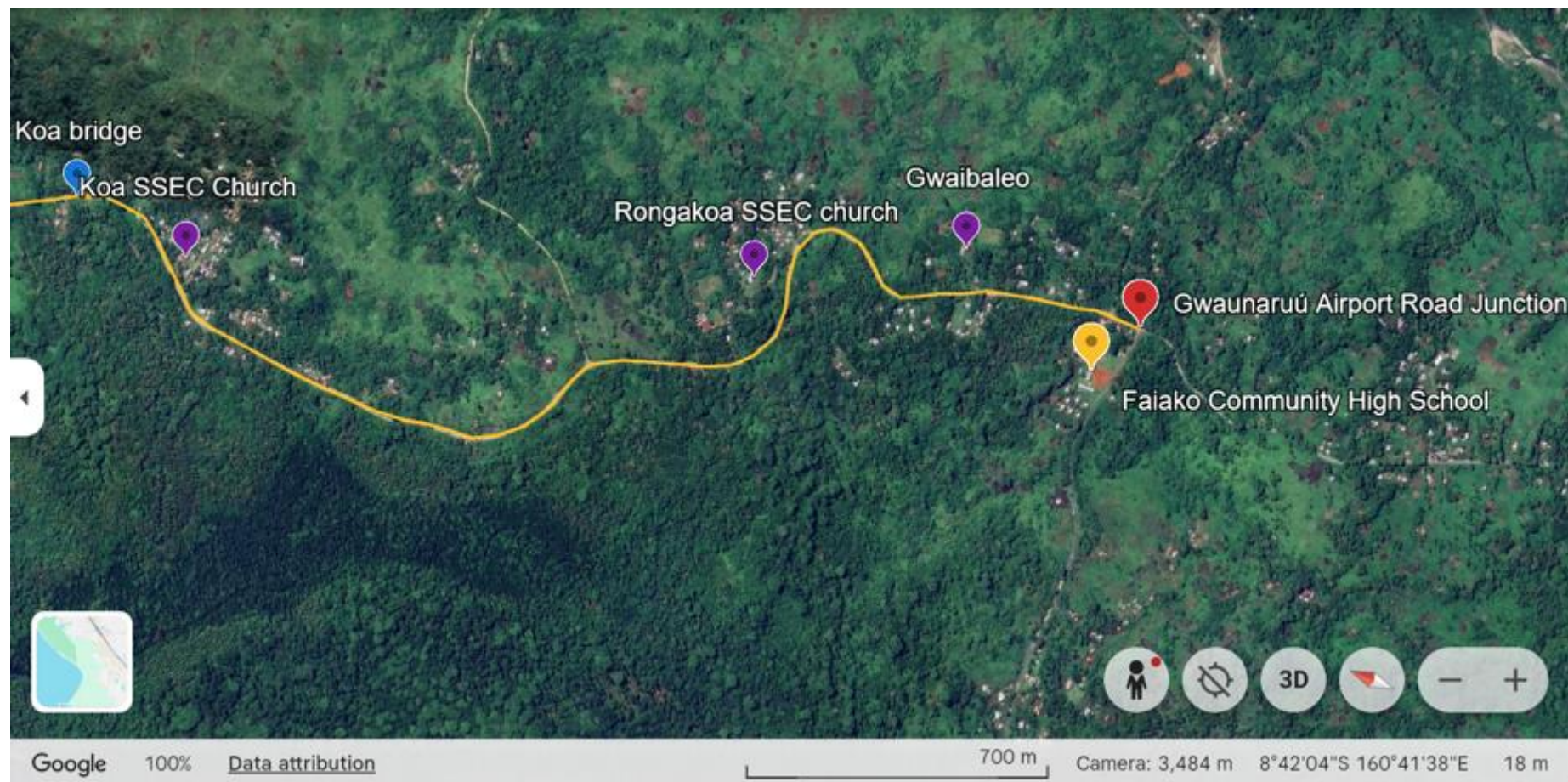


Figure 5: Sensitive receptors along the gazetted proposed North Road (1 of 3)

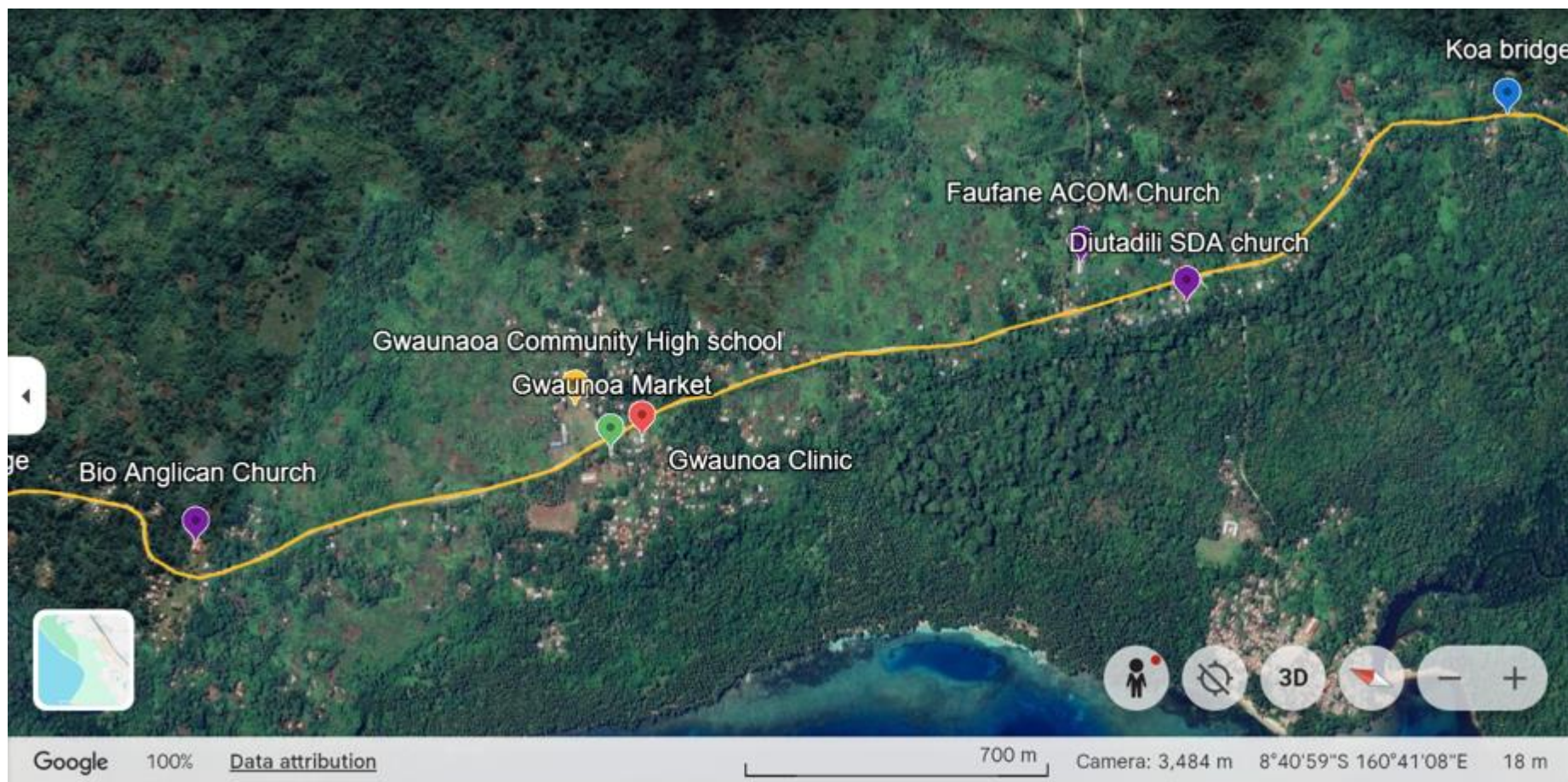


Figure 6: Sensitive receptors along gazetted (yellow) proposed seal roads (North Road) (2 of 3)

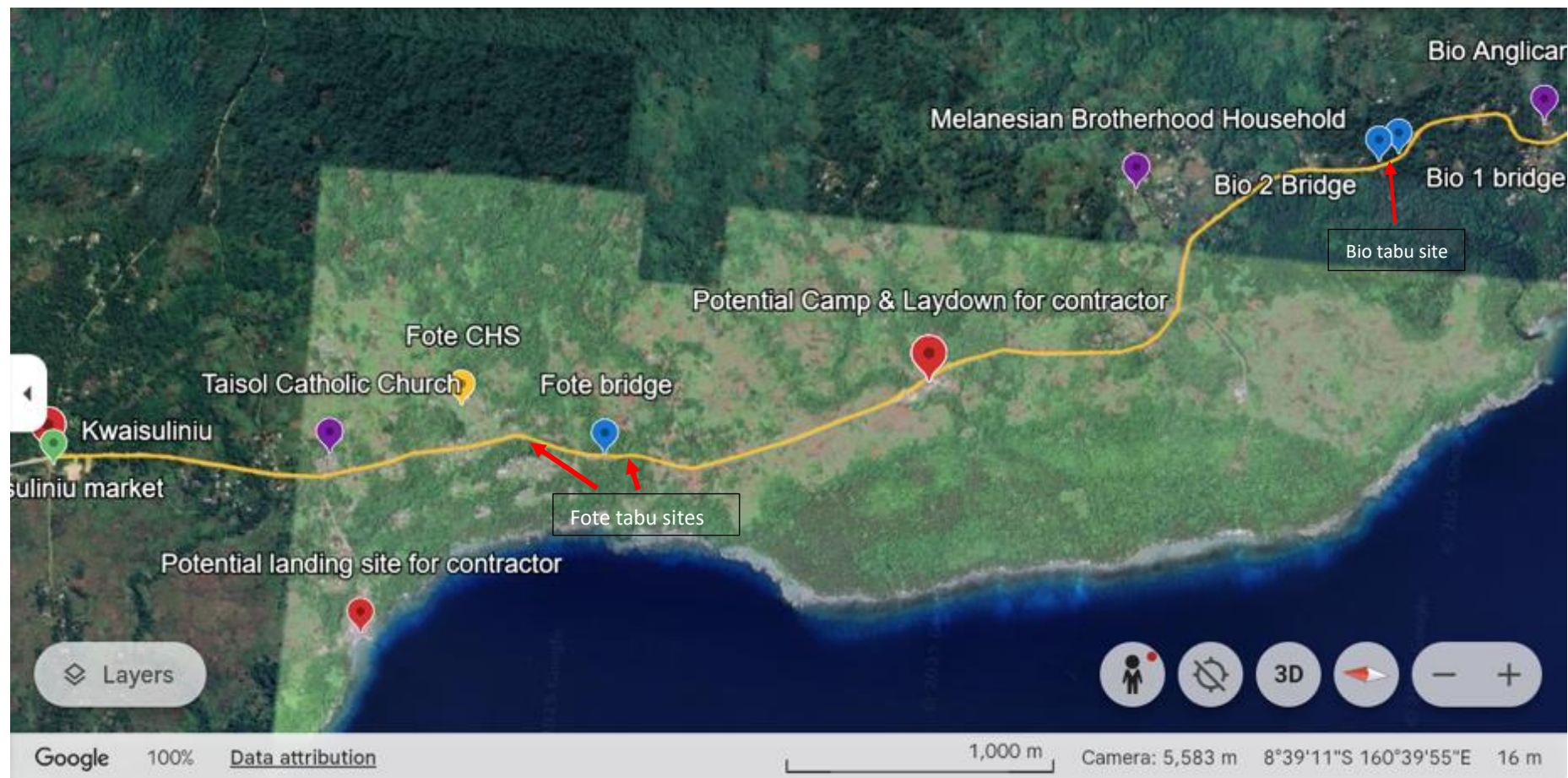


Figure 7: Sensitive receptors along gazetted (yellow) proposed seal roads (North Road) (3 of 3)



Figure 8: Sensitive receptors surrounding the potential construction camp (yellow) sealed roads (1 of 2)



Figure 9: Sensitive receptors along gazetted (yellow) sealed roads (3 of 4).

Figure 10: Sensitive receptors at potential construction camp and haulage road (blue) (4 of 4).

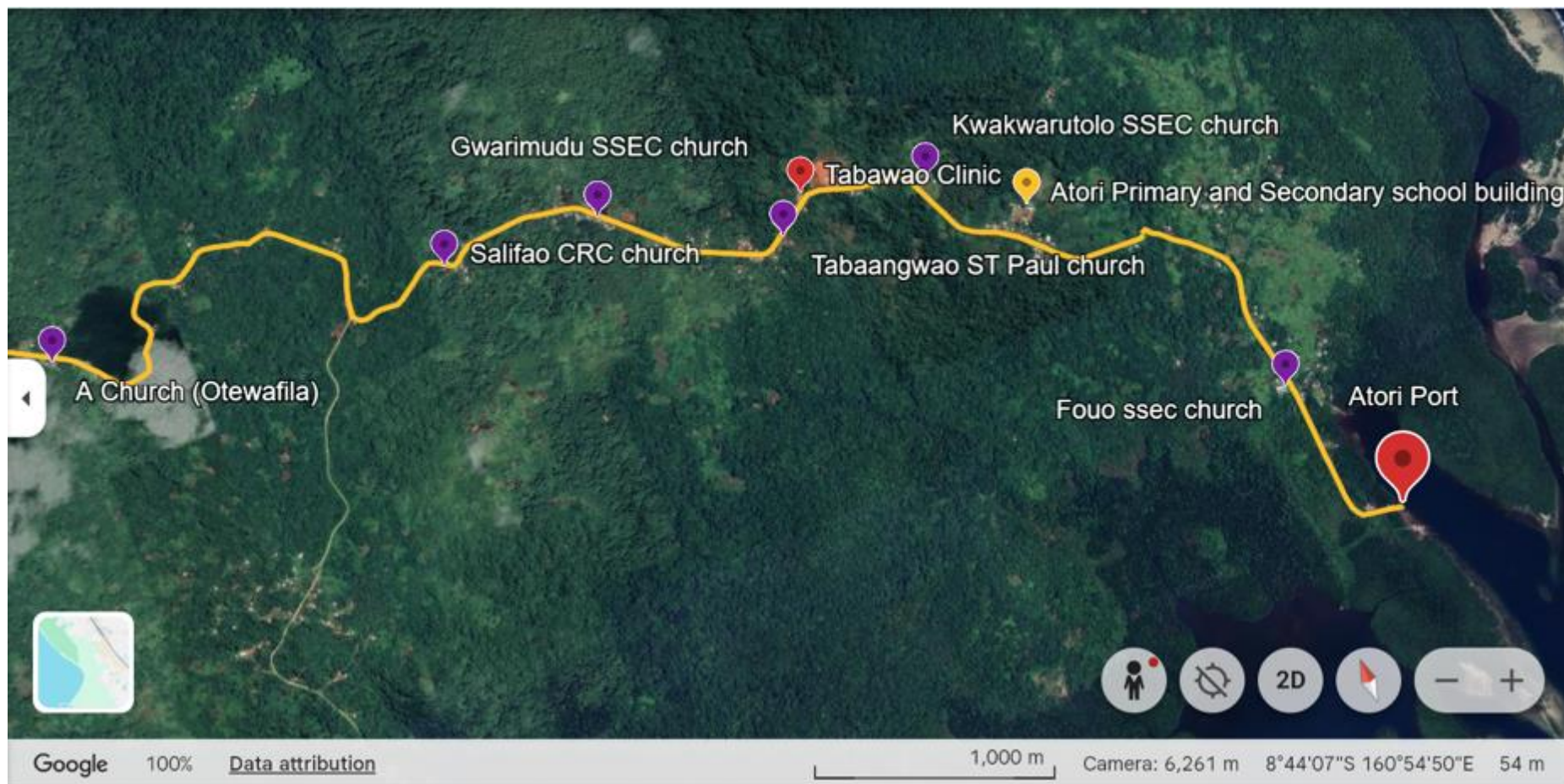


Figure 11: Sensitive receptors along the gazette road (yellow) for the spot upgrade work (1 of 3)

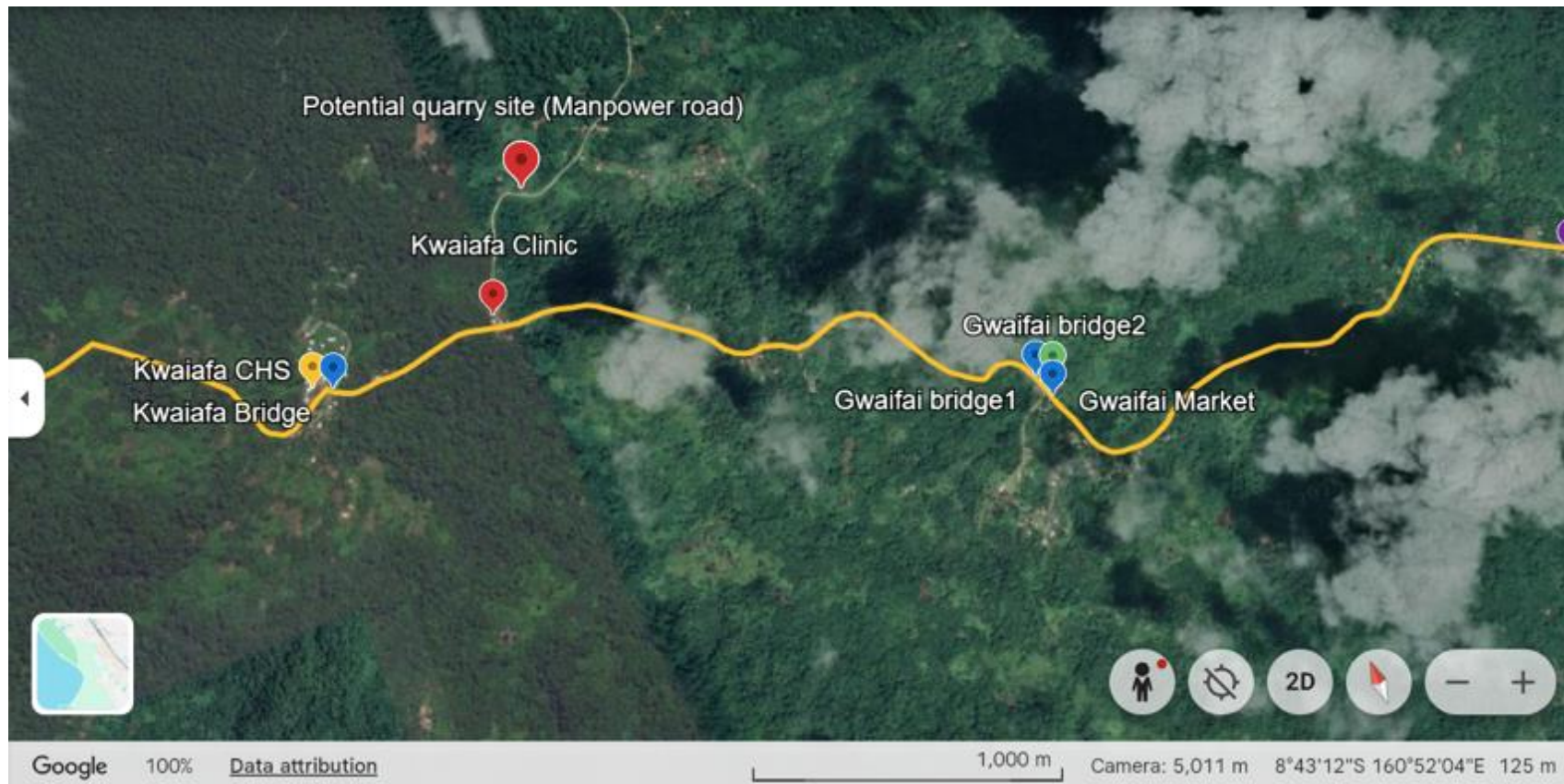


Figure 12: Sensitive receptors along the gazette road (yellow) for the spot upgrade and maintenance work (2 of 3)

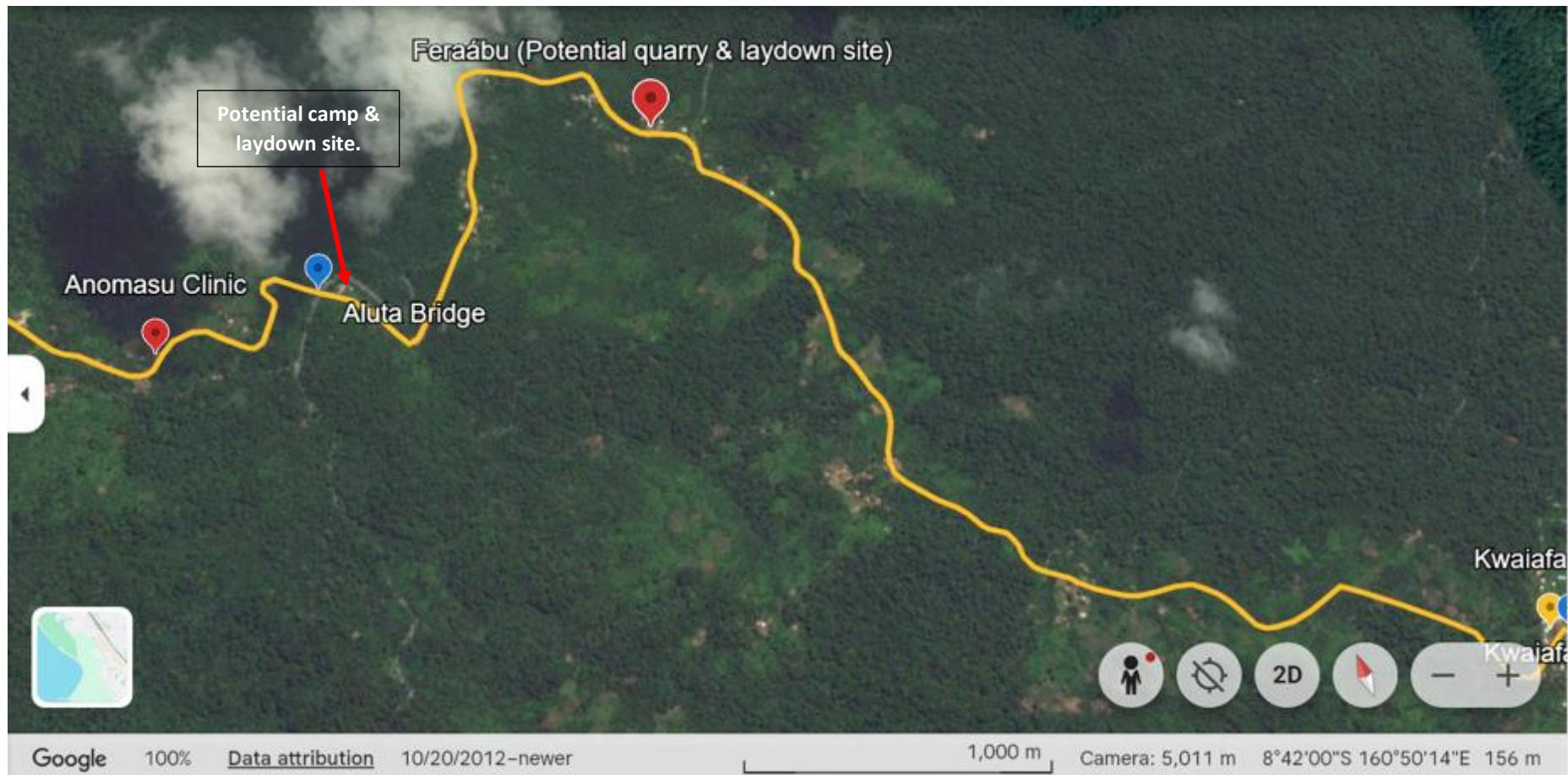


Figure 13: Sensitive receptors along the gazette road (yellow) for the spot upgrade work (3 of 3)

4.3 Cultural Heritage Sites

The Solomon Islands are deeply rooted in their traditional culture and way of life, which form the very foundation of their community structure, identity, environmental stewardship, justice system, economy, and spirituality. Cultural heritage sites, along with sacred or tabu areas—such as trees, land, or burial sites—serve as tangible and living anchors of the tradition. They reinforce a strong sense of identity, preserve ancestral knowledge, and foster communal pride across generations.

During the screening assessment along the North Road section, three sacred sites, including one sacred tree, were identified, as outlined in the table below. This information was provided by the SIRAP2 PST Community Liaison Officer (CLO). In contrast, no sacred sites, significant plants, or burial grounds were identified along the East Road section during the same assessment. Should any such sites be discovered during the detailed engineering or implementation phases, this section will be updated accordingly to reflect those findings.

It is important to note that the identified sites in North Road are located close to the road right-of-way. In the previous SIRAP project, a grievance²⁰ was raised to the former contractor due to the clearance of a peripheral tree and bushes at the Bio Tabu site, which was met with disapproval from the traditional leader. Therefore, for this Additional Financing (AF) phase, the contractor's EHS team—including the CLO—must work closely with the SC ESS, the SIRAP2 PST CLO and ESS, and CAC members. Prior to any construction activities or vegetation clearance along specific sections of the road, they must consult with local communities and traditional leaders.

If, during the construction phase, there is a chance discovery of cultural objects, archaeological artifacts, or sacred sites, the contractor must implement the Chance Find Procedure in accordance with the Cultural Heritage Management Plan. The contractor will develop this plan and must be approved by both the Supervision Consultant and PST.

Site name location	Type of sacred site	Cultural significance	(if any) Notes from community consultation/meeting with traditional leaders on previous grievances
Bio Tabu site (North Road)	Hilltop area with a stone altar and trees growing around the altar	- The site was a sacrificial site for tribal groups of that land in the past. - Certain traditional rituals were conducted at the site	- During consultations, some speakers in the audience at times seem to raise that these tabu sites are not valued as much as in the past. - The best advice is to seek further clarification from elders and the real Resource owners of these sites before foregoing work required to be done at any of these areas.
Fote Height Tabu tree (North Road)	Hilltop area with a stone altar and trees growing around the altar	- The site was a sacrificial site for tribal groups of that land in the past. - Certain traditional rituals were	- During consultations, some speakers in the audience at times seem to raise that these tabu sites are not valued as much as in the past. - Best advice is to seek further clarification from elders and the real Resource owners of these sites before

²⁰ Grievance No. 10: http://sirap.sb/images/Docs/2024Q3_SIRAP_GRM_REGISTRY.pdf

		conducted at the site	foregoing works required to be done at any of these areas
Karasi Tabu site (North Road)	A flat area with trees grown around the tabu site only (trees are not allowed to be cut within the specific site)	- The site was a sacrificial site for tribal groups of that land in the past. - Certain traditional rituals were conducted at the site.	- During consultations, some speakers in the audience at times seem to raise that these tabu sites are not valued as much as in the past. - Best advice is to seek further clarification from elders and the real Resource owners of these sites before foregoing works required to be done at any of these areas

4.4 Impacts in Other Areas

Table 9 Table 10 summarises the key potential environmental and social impacts from general road related activities. These impacts are based on subproject screening and the detailed impacts listed in the ESMF.

Table 9: Summary of key potential impacts associated with sealing and spot upgrade works

Activity / Parameter	Potential Impacts
Solid Waste Generation	- Waste spill on road network from haulage trucks causing traffic hazard. - Soil and water pollution from waste leachate. - Increased burden on Malaita landfill sites. - Public health impacts from poorly stored waste.
Hazardous Substances and Materials	- Water and soil pollution from spilled or improperly stored fuel, oil or bitumen products - Changes to river water and soil pH level from concrete wastewater or slurry - Contamination of ground water from concrete wastewater - Potential for a discharge of hazardous substances from use of fire retardants during emergency response.
Terrestrial Environment	- Construction camp will need to be cleared of existing scrub vegetation; no natural habitats will be cleared. - No mature tree specimens will be cleared for these works.
Noise	- Increased noise levels along haulage route during transportation of materials - Sustained increased noise levels at work sites - Noise disruption to village life if works occur outside normal working hours - Increased noise levels in area surrounding construction camp and aggregate extraction/processing sites.
Erosion and Sediment Control	- Erosion of exposed soil and subbase materials on steep sections during periods of heavy rain during road resurfacing. - Sedimentation run off into river systems from exposed soil and subbase materials during heavy rain events. - Run off from stockpiles into river systems.
Dust and Odours	- Dust generation along from heavy trucks hauling aggregate, particularly near communities and other sensitive receptors. - Dust generation in immediate vicinity of aggregate extraction and processing. - Air pollution generated from poorly maintained machinery and equipment. - Odours generated from asphalt plant and road treatment along route.

Activity / Parameter	Potential Impacts
	Dust generation during laying and compacting of subbase materials during road construction works.
Traffic	- High traffic volumes along haulage routes, particularly through communities and near sensitive receptors. - Damage to bridge infrastructure from heavy machinery and haulage trucks. - Risk to pedestrians while crossing bridges during times of haulage of sealing and spot upgrade works. - Road obstructions to regular traffic from construction waste spillage or poor management of materials and equipment. - Further degradation of road surfaces (sealed and unsealed) during haulage of aggregates. - Increased traffic pressure at Auki Port and in Auki town for any imported aggregates and equipment landed at the Port. - Sealing and spot upgrade activities will cause disruption to traffic flow and create safety risks for pedestrian and vehicular traffic.
Wastewater Discharges	- Uncontrolled sewage, grey or wash water from may lead to increase of nutrients impacting the quality of the river system. - Accidental release of hazardous substances, solid waste or other waste materials could also pollute the river systems. - Wash water from equipment may contain hydrocarbons which can have detrimental effect on aquatic life and water quality.
Aggregate Supply	- Aggregate source and expected total volume of aggregate for the sealing works have not yet been identified. - Noise and dust impacts on local communities at extraction site. - For river gravel extraction, the contractor is not permitted to extract locally but advised to purchase and ship river gravel from company's with the necessary permit (MMERE & MECDM) due to the risk of riverbank erosion from use of heavy machinery and water quality impacts from any hydrocarbon leaks or spills from use of equipment near or in the river. - Coronous material can be from locally approved quarry sites. Proper discussion and consultation with the rightful resource owner to avoid disputes. - Short term depletion of available coronous gravels from excessive extraction or extraction in conjunction with other infrastructure projects (such as private logging road construction). - Noise, dust and traffic impacts along haulage routes, particularly through villages and past schools. - Delays and impacts of project implementation if correct resource owner is not properly identified and negotiated with for Malaita aggregate sources. - Access to extraction sites may be controlled by several different landowners which may impact of ease of access to quarry or river extraction site.
Biosecurity	- Item (aggregates, materials, equipment) imported from overseas may harbour species invasive to the Solomon Islands which could threaten biodiversity, food security or the farming/agricultural industry. - Domestic biosecurity threats from GAS being transported from infected areas of Guadalcanal to Malaita from contaminated aggregates or machinery causing food security risks.
Road Safety	- Improvement of road surface will lead to increased traffic speeds through villages and past other sensitive receptors. - General road safety awareness is low on Malaita further increasing the risk of accidents on completion of sealing and spot upgrade works.
Land and Resource Use	Temporary use of the road reserve for construction purposes might be required. This could lead to loss of access to road reserve land and/or loss of assets within the road

Activity / Parameter	Potential Impacts
	reserve for encroaching communities or individuals. Loss of assets could involve partial loss of food bearing plants or temporary relocation of garden market stalls.
Pedestrian Safety	▪ Risk to pedestrians on completion of sealing and spot upgrade works due to increased traffic volume and speed. Risk is particularly high for children around schools and women using the road to walk to and from the river to wash clothes. ▪ Pedestrian safety risk exists on bridges where there is no footpath as vehicles take up the full width of the bridge pushing pedestrians to climb onto the bridge rails.
Community Health and Safety	▪ Increased risk of transmission of communicable diseases (HIV/AIDS, STDS, etc) with the introduction of overseas or regional workers. ▪ Increased income within the communities and introduction of new young male construction workers to the island can lead to increases in the instances of Gender Based Violence (GBV) within the family and workplace. It can also lead to an increased risk of Sexual Exploitation and Abuse (SEA) (including Human Trafficking (HT)) of women to the foreign project workers for financial benefit. ▪ Other impacts related to the influx of labour are risk of social conflict, increased risk of illicit behaviour and local inflation of prices.
Economic Activity	▪ Roadside businesses and market vendors may be impacted from the general impacts of construction related activities including road preparation and sealing and spot upgrade (limited access of businesses and potentially temporary relocation or garden market stalls from road reserve) and haulage (noise, dust and traffic).

4.5 Cumulative Impacts

The sealing and maintenance work along North & East Road is expected to cause cumulative impacts during the construction period. Although the works will occur on an existing road, the combined effect of related activities—such as daily traffic, ongoing deforestation, and logging—will significantly affect the environment and nearby communities. Environmentally, these activities can lead to habitat loss, disrupt wildlife, worsen air quality through dust and emissions, and increase sedimentation and water contamination. Social impacts may include higher risks of road accidents due to increased vehicle speeds, greater pressure on limited healthcare services, and rapid development that strains local resources. Economic changes, while offering benefits such as improved trade, foreign investment, and employment opportunities, can also create competition for limited resources and pose social challenges. These may include GBV, Violence Against Children (VAC), SEAH, and even human trafficking. To manage these cumulative impacts, this ESMP recommends coordinated planning with vehicle and logging operators, proactive community engagement, regular monitoring of environmental and social conditions, and mitigation measures such as biodiversity conservation, erosion and sediment control, and proper traffic management. Finally, an effective grievance mechanism offering a structured way for stakeholders—especially affected communities—to raise concerns and seek solutions promptly helps promote transparency and accountability.

5 Consultations

5.1 Stakeholder Groups

The project's ESMF details the identified stakeholder groups that are targeted under SIRAP2 AF. Specific to the bridge upgrade works, these are listed below in Table 8.

Table 10: Sealing and spot upgrade Road works stakeholder

No.	Stakeholder Group	Malaita Sealing and spot upgrade Works Stakeholders
1	Affected Community	Faiaiko, Gwaibaleo, Rongoakwa, Koa, Feratasisi, Buma High, Gwaunoa, Bio1, Bio2, Airahu, Gwaitabaá, Fote Low, Karasi, Taisol, Canaan, Fote High, Fatakalua, Kwaisuliniu, Bubulangi, Fouo, Saofura, Atori Station, Tabawao, Gwaifai, Rarata, Darione, Kwaiafa, Faufaumela, Fauíua, Faádila, Feraábu, Anomasu, Aluta, Aikuku, & Baratalo
2	Donor Agency	World Bank, Asian Development Bank, DFAT, New Zealand Ministry of Foreign Affairs and Trade, & PRC
3	National Government	Ministry of Communication and Aviation (MCA)
4	National Government	Ministry of Infrastructure Development (MID)
5	National Government	Ministry of Commerce, Industries Labour and Immigration (MCILI)
6	National Government	Ministry of Agriculture and Livestock (MAL)
7	National Government	Ministry of Finance and Treasury (MOFT)
8	National Government	Ministry of Environment, Climate Change, Disaster Management and Meteorology (MECDM)
9	National Government	Ministry of Mines, Energy & Rural Electrification (MMERE)
10	National Government	Ministry of Forestry and Research (MoFR)
11	National Government	Ministry of Culture and Tourism Solomon Islands (MCTSI)
12	National Government	Ministry of Women, Youth, Children and Family Affairs (MWYCFA)
13	National Government	Ministry of Education and Human Resource Development (MEHRD)
14	National Government	Ministry of Health and Medical Services (MHMS)
15	National Government	Ministry of Police, National Security and Correctional Services
16	National Government	Ministry of Land, Housing & Survey
17	National Government	Ministry of Foreign Affairs and External Trade (MFAET)
18	New Contractor	New Contractors
19	NGOs and Organisation	World Vision (WV)
20	NGOs and Organisation	Oxfam
21	NGOs and Organisation	Save The Children
22	NGOs and Organisation	Malaita Province Council of Women
23	NGO and Organisation	Malaita Christian Care Centre
24	Other WB funded Projects in Malaita	Community Access and Urban Services Enhancement Project II (CAUSE II) Community Governance and Grievance Management Project
25	Provincial Government	Malaita Province
26	Resource Owners	Land and Resource Owners (LRO)
27	SIRAP2	SIRAP2 Project Support Team
28	Utilities	Solomon Telekom
29	Utilities	Solomon Water (SW)
30	Utilities	Solomon Power (SP)

5.2 Stakeholder Engagement and Consultation Plan

Table 11: Stakeholder and community consultation plan sets out the implementation plan for stakeholder engagements and community consultations for the sealing and spot upgrade subproject. The implementation plan is based on the overall plan set out in the ESMF and has been tailored to meet the specific needs of this ESMP.

The plan is for the lifecycle of the project and constitutes the following components:

Activity: the various operational consultation activities that will be undertaken as part of the Stakeholder Engagement and Consultation Plan (SECP)

Objective: the target that each activity needs to reach

Stakeholder: the various stakeholders to be targeted during implementation of the SECP activity; and

Medium: the method by which the engagement or consultation will be done

Table 11: Stakeholder and community consultation plan

No	SIRAP2 AF Activity	Timetable	Objective	Stakeholders	Medium
A: Physical Investments (Malaita Road Upgrades)					
A1	Feasibility, decision on the sites / technologies, preliminary designs and identification of correct land / resource owners.	From subproject design through to tendering.	Bring stakeholders along with the decision making around the site and type of investments. Discuss potential impacts and mitigation measures. Key messages Grievance Redress Mechanism (GRM) processes	All identified	Structured Agenda One-on-One Consultations Public meetings Emails and letters
A2	Disclosure of updates to the ESMP	Prior to tendering	To disclose ESMP Grievance Redress Mechanism (GRM) processes	All identified	Newspaper Website
		Prior to works starting	Advise stakeholders of preliminary designs and updated mitigation and management plan.	Communities Site occupants (State owned enterprises, Government agencies) Site users (if different from above)	One-on-one consultations Executive Summary

No	SIRAP2 AF Activity	Timetable	Objective	Stakeholders	Medium
			Grievance Redress Mechanism (GRM) processes		
A3	Pre-Construction	Once Contractor is on board and prior to works starting	Keep stakeholders involved in any design updates. Public announcements Secure access to resources (materials) Grievance Redress Mechanism (GRM) processes	Government agencies, site occupants, site users Communities CAC members	Emails, One-on-one consultations Newspaper and websites Community Consultations
A5	Commencement of Works	Week before commencement of works and continuous.	To advise all institutional stakeholders of commencement of civil works and Grievance Redress Mechanism (GRM) processes	All identified stakeholders Site occupants (State owned enterprises, Government agencies)	Newspaper Email/Letter NSC
			To reconfirm ongoing consultation, feedback and Grievance Redress Mechanism (GRM) processes	Community Site occupants (State owned enterprises, Government agencies)	Community Notice Boards Building Notice Boards Website CAC Meetings

5.2.1 Resources and Responsibilities

To facilitate meaningful community consultation and in compliance with the MID safeguards requirements, the PST CLO, assisted by the MID/Central Project Implementation Unit (CPIU) Safeguards Unit, will establish a CAC which will follow the guidelines issued by the Ministry.

Implementing the above plan will be the overall responsibility of the PST CLO in coordination with the NSS. There are several facets to the works covered within this plan, with MID being the common denominator across the works. As such, it is essential that MID is represented at each one-on-one consultation by a nominated staff member.

The CLO and NSSS will be responsible for arranging and facilitating these meetings as it is appropriate with their in-depth knowledge of the natural, social and traditional environments within the Solomon Islands. The CLO will lead the social component of these meetings, while the NSSS will take the lead on the environmental aspects. The CLO will also be the focal point for all stakeholder queries and contacts in relation to the implementation of the Malaita consultation plan and the GRM.

It is also the responsibility of the SIRAP2 PST and CLO to ensure that gender balance is achieved throughout the implementation of the SECP and the CLO will make culturally appropriate recommendations on strategies to achieve this, such as focus group meetings for males and females or targeting female input through women's groups.

During the construction phase, the Contractor(s) will be required to participate in the public consultations. The costs for participation are considered included in the bid and this requirement will be included in their contract.

5.3 Key Outcomes of Consultations to Date

The Community and Stakeholder consultations were conducted to ensure the communities and stakeholders are aware of the proposed development. During the consultation, the meetings were convened with the communities along the two road corridors. Separate consultations were convened with the stakeholders, including the Malaita provincial government. The primary objectives of these consultations is to raise awareness and provide feedbacks on the project scope and potential impacts. These engagements also aimed to promote social accountability and mitigate potential environmental and social risks.

Consultations were conducted face-to-face in accessible community settings to encourage participation from women, children, elderly individuals, and the vulnerable members of the communities. Meetings were scheduled at the time convenient to the respective communities, and so convened in the mornings and late afternoons, to accommodate time for their daily routines such as gardening, fishing, and school attendance. In some cases, consultations were held during community volunteer days, such as in Bio (North Road) and Tabawao (East Road), coinciding with local clean-up activities at churches and clinics. Invitation letters were distributed at least one week in advance to ensure adequate notice and preparation. Presentation materials were printed and shared during the meetings, and additional copies were posted on community notice boards or distributed to those unable to attend.

All meetings were documented thoroughly, with minutes and attendance registry capturing the names of participants, key issues raised, comments made, and responses from MID and PST. This will ensure that all feedback is recorded and compiled into the ESMP. As much as possible, the consultation process reflects a meaningful engagement, and the inclusion of community voices in decision-making. Details of consultations are provided in Appendix I.

5.3.1 Methodology of Community Consultations

Initial community consultations for the proposed Malaita Road sealing, regravelling, spot upgrades, and maintenance subprojects were conducted between 27 July and 3 August 2025 across both the North and East Road sections. A total of 18 consultation sessions were held, comprising a courtesy meeting with the Malaita Provincial Government (MPG), 10 consultations along the North Road, and 7 along the East Road. These consultations were collaboratively facilitated by the Ministry of Infrastructure Development (MID), the Project Support Team (PST), and the Design and Supervision Services (DSS). Key personnel included MID Regional Manager (Lawrence Wawane), MID Chief

Safeguards Officer (Roxsley Basil), MID Works Officer (Kelly Wanefiolo), SIRAP2 PST National Environmental and Social Officer (Hilda Poloso), SIRAP2 Community Liaison Officer (Joy Faulkner), and DSS Junior Safeguards Officer (Jordan Soaki).

Consultation invitations were distributed one week in advance, outlining the project scope and proposed activities. The sessions were led by MID and PST-SIRAP, with support from Egis-Azimuth, who participated on the first day. As these were the initial consultations of the design phase, presentations covered the SIRAP2 Additional Financing (AF) project overview, scope of works, anticipated benefits, community involvement, environmental and social considerations, land access and compensation, grievance redress mechanism (GRM), employment opportunities, and the consultation schedule. Presentation materials (Appendix JK) were prepared in English, while delivery was conducted in Pidgin to ensure accessibility. Community leaders occasionally used local dialects to emphasize culturally significant points. This dual-language approach promoted inclusivity and ensured clear understanding among all attendees.

All sessions were conducted respectfully and without coercion, fostering a safe environment for open dialogue. The consultation team diligently documented all questions, concerns, and feedback raised by community members, and provided responses in a clear and comprehensible manner (see Appendix JI for consultation minutes).

A summary of consultation forums and consultation outcomes are provided in this section.

Consultation Types and Dates

Type of Consultation	Dates Conducted	Stakeholders Involved
Provincial Government Engagement	July 2025	Malaita Provincial Government (MPG)
Utility Coordination Meetings	13 July 2020	Solomon Power, Solomon Water, Telekom
Regulatory Agency Consultations	11 June – 13 July 2020	MECDM, MMERE, MID Quality Assurance Division
Sectoral Ministries and NGOs	13 July 2020	Ministries of Health, Tourism, Save the Children, CAUSE
Community Consultations – North Road	27–30 July 2025	Villages along North Road corridor
Community Consultations – East Road	1–3 August 2025	Villages from Baratolo Junction to Atori Station
WMRIP & SIRAP2 AF Cluster Consultations	March, August, October 2018; July–Aug 2025	Village clusters across Malaita (church/ward-based)

5.4 Key Themes and Issues Raised

5.4.1 Governance and Support

MPG pledged full support for SIRAP2 AF and offered land at Gwaigeo for contractor laydown. MPG committed to facilitating access to quarry resources and community coordination via existing CACs.

Communities expressed readiness to cooperate and requested clarity on project timelines and contractor selection.

5.4.2 Road Safety and Design

Strong emphasis on pedestrian safety, especially for children.
Requests for footpaths, road signage, humps, and school-based road safety training.
Concerns about speeding vehicles and unsafe bridge designs (e.g., Fiu Bridge).

5.4.3 Community Participation and Employment

Widespread interest in local employment opportunities during construction.
CAC members requested inclusion in civil works and grievance resolution processes.
CAUSE and other stakeholders encouraged hiring locals to foster ownership and reduce conflict.

5.4.4 Environmental and Infrastructure Concerns

Requests for proper drainage to prevent flooding and road deterioration.
Questions about water pipe crossings and integration into road design.
Gravel resource owners offered sites but requested formal agreements and compensation.

5.4.5 Cultural and Legal Awareness

Communities requested awareness sessions on the Roads Act and clarification of gazetted road widths.
Concerns about property encroachment and the need for pegging road corridors.
Some communities asked whether feeder roads could be sealed under the project.

5.4.6 Contractor Performance and Quality Assurance

Repeated concerns about past poor performance by local contractors.
Preference for experienced international contractors with proper machinery and oversight.
MID Quality Assurance Division noted limitations in testing capacity and requested coordination for aggregate testing.

5.4.7 Sectoral Integration

Ministries highlighted the importance of roads for health access and tourism development.
Utilities committed to providing infrastructure data and onsite support during construction.

5.5 Area-Specific Highlights

North Road Corridor: High population density, continuous human activity, strong support for sealing and safety upgrades.

East Road Corridor: More remote, with pockets of native vegetation; communities requested job opportunities and drainage improvements.

Kwaisuliniu–Kilusakwalo Cluster: Strong advocacy for quality contractors and community awareness of road laws.

Taisol–Gwailiki Cluster: Emphasis on resource agreements and distrust of past contractor engagements.

Bio, Koa, Gwaibaleo Clusters: Safety concerns, CAC involvement, and calls for mindset shifts to support development.

Tabawao Cluster: Quarry access offered; questions about compensation and implementation timelines.

Initial community consultations for the proposed Malaita Road sealing and spot upgrade/maintenance subprojects were conducted from 27 July to 5 August 2025 along both road sections. A courtesy call with MPG with 10 community consultations for North Road and 7 community consultations along East Road, totals up to 18 consultations/meetings.

These consultations were a collaborative effort involving the Ministry of Infrastructure Development (MID), the Project Support Team (PST), and the Design and Supervision Services (DSS). Key participants included: MID Regional Manager (Lawrence Wawane), MID Chief Safeguards Officer (Roxsley Basil), MID Works Officer (Kelly Wanefiolo), SIRAP2 PST National Environmental and Social Officer (NESO) (Hilda Poloso), SIRAP2 Community Liaison Officer (CLO) (Joy Faulkner), and DSS Junior Safeguards Officer (Jordan Soaki)

Consultation invitation notices were distributed one week in advance, providing detailed information about the project and the scope of proposed activities. These meetings were led by MID and PST, supported by Egis-Azimuth, who only participated on the first day of consultation. It was the initial community consultation of the design phase; therefore, the presentation includes the following: Project overview of SIRAP2 AF and scope of work, why this project matters, including benefits, community involvement, E&S Considerations, land, and compensation, GRM, employment and local benefits, consultation schedule, and an open forum. The consultation presentation (see Appendix J) was prepared in English to ensure accessibility and understanding. The formal presentation of material and the open forum were delivered in Pidgin, and occasionally, when addressing important matters within their communities, community leaders choose to speak in their native dialects to ensure clarity and cultural emphasis. This language approach ensured that the information was clearly understood by all attendees. The consultation sessions were conducted respectfully and inclusively, free from any form of coercion or intimidation. The team documented all questions and concerns raised by community members, ensuring that responses were provided in a way that was clear and comprehensible way to participants (See Appendix I consultation minutes).

5.5.1 July 2025 Consultations

In July 2025, the project team commenced stakeholder engagement activities for the proposed sealing of the 12 km unsealed section of North Road.

The engagement began with a courtesy meeting on 21 July 2025 with the Malaita Provincial Government (MPG) Premier and his Permanent Secretary, held at the MPG Headquarters. This was followed by a series of ten community consultation meetings conducted between 27 and 30 July and 5th August 2025 with communities directly affected by the project along the North Road corridor, from Gwaunaru'u Airport Junction to Kwaisulinu.

These consultations were part of a comprehensive stakeholder engagement process involving key representatives from MID, SIRAP PST & DSS. In total, eleven meetings were held, including the initial courtesy meeting. The community consultations were well-attended, with strong participation from men, women, youth, and even children, reflecting broad community interest and involvement.

The meetings focused on informing communities about the project scope, gathering feedback, and addressing concerns. The minutes of these meetings are provided in Appendix I.

The outcomes of the consultation meetings are as follows:

Malaita Provincial Government – 21 July 2025

- All attendees fully supports SIRAP2 AF and the work it will do to upgrade the two road sections in Malaita.
- MPG will support SIRAP2 AF like any other projects in Malaita to make sure that the implementation of the project is timely and unhindered.
- MPG to work with Malaita resource owners to open resources such as quarry areas for projects like SIRAP2 AF.
- MPG offers its land at Gwaigeo as the proposed contractor laydown site.
- PST CLO recollected that MPG has a set of active CACs all around Malaita, comprising community leaders, Chiefs, Landowners, Church leaders, schoolteachers, etc and recommends that SIRAP2 AF utilise this CAC, including those members from the previous SIRAP Project.
- MPG also offered if they are free to join the project team during the community consultations.

North Road Communities – 27th to 30th July 2025.

The following is summary of the outcomes from the consultation held with the sealing road communities. The detailed meeting minutes are in Appendix I:

- Grateful that WB is contributing to the development of Malaita through the road project (SIRAP2 AF).
- Happy with the proposed sealing under the project, which is the first of its kind, and they are ready to support the project.
- Expressed that the road is an important infrastructure for Malaita that enables access to the markets and health facilities in Auki.
- Want proper drainage as these flood the community during rainy weather.
- Concerns about the water pipe crossing and whether it can be incorporated in the design.
- Emphasised that they want the work to be done by an international contractor to ensure that the work done is of high quality and lasts longer.
- Glad that the project designs considered what the people in Malaita have asked for during consultations, hence, stressed the need to incorporate traditional/local knowledge in the design.
- Want MID to provide awareness to the communities on the Roads Act and the terms of the gazetted road for clarity.
- Concern about road safety and request for road signage or road humps, and for police to be active in ensuring the drivers are complying with the road signs. And also for the project to conduct road safety trainings at schools etc...
- The community also request that footpaths be included in the design as this would promote the safety of school children walking to school.
- Wants the project also to consider the locals to fill positions where skills are present locally.
- Understand the gazetted road width is 30m wide and vowed to cooperate with the project.
- Understand the terms of the gazetted roads and requested that MID put pegs along the road to identify the 30m road corridor.
- Communities in Auki especially wants to know if there are different gazetted width for different road types such as main roads, feeder roads, CBD roads etc.
- A community also request if the project can seal the entry of the feeder roads.

5.5.2 August 2025 Consultations

In August 2025, the project team conducted community consultation for the proposed road maintenance of the 21km gravel East Road from Baratolo to Aotri Station.

It was a series of seven community consultation meetings conducted between 1st and 3rd August 2025 with communities directly affected by the project along the East Road corridor, from Baratolo Airport Junction to Aotri Port. Some communities were clustered to attend one meeting session due to the poor road conditions to reach the communities and their proximity to each other.

Similar to the North Road consultations, the meetings focused on informing communities about the project scope, gathering feedback, and addressing concerns. The minutes of these meetings are provided in Appendix I.

The following are the outcomes from the community consultation held with East Road communities (Baratolo to Aotri Station)

- Express gratitude for the project aimed at improving their road, which will greatly benefit their communities.
- Raise concerns about speeding vehicles during and after the road improvements.
- Community members are keen to know if the contract will provide job opportunities for residents because they want to be part of the workforce.
- The women's representative voiced their wish for a smooth road while emphasising the importance of ensuring children's safety on their way to school.
- Community leaders are eager to back the project.
- Residents suggest collectively signing a document to allow the removal of plants from the road.
- A community representative asked whether the project is funded through a grant or a loan, and either way, they expressed appreciation to the government, welcoming the initiative.
- Questions were raised about why the road from Kilufi to Gwaunaruú has not been sealed yet.
- There is a call for more awareness sessions about the Road Act, especially for those planting trees or building houses within the road's width.
- Inquire about when the civil works will commence.
- Look into sourcing gravel from a local quarry.
- Clarification is sought on whether drainage considerations are included in the project design.
- Several community members commented on the contractor's performance, urging them to deliver a quality job.
- The village chief and other community members expressed their happiness about the project and pledged their support.

5.5.3 WIDER WMRIP 2018 and SIRAP2 AF Malaita Road 2025 Consultations

A series of public consultations and stakeholder meetings were held during March, August, and October 2018, and a follow-up community consultation was held in July and August 2025 to provide meaningful consultation with stakeholder groups and to provide an opportunity for all parties to provide input into the overall Malaita Roads Improvement and Maintenance Project. The meetings targeted four key groups of stakeholders: (i) provincial government agencies and development

partners in Honiara and Malaita; (ii) NGOs and civil society groups; (iii) the Malaita village community members; (iv) tribal chiefs/village leaders.

As part of the 2025 community engagement process, cluster-based consultations were conducted with village communities located along the proposed road sealing (North) and maintenance (East) routes in Malaita. These consultations were organized within clusters defined by church boundaries or administrative wards, typically comprising up to five neighbouring villages. The selected villages were in close proximity to one another and shared common challenges related to road inaccessibility.

This approach ensured inclusive participation and efficient dialogue within affected communities. A full transcription of the consultation minutes is available in Appendix I. Table 12: Consultations and villages clusters below provides a summary of the village clusters where consultations were held..

Table 12: Consultations and villages clusters

Date of Consultations	Cluster Name	Villages included in cluster	Number of Participants
27/07/2025	Kwaisuliniu	1. Kwaisuliniu 2. Bubulangi	31
27/07/2025	Taisol	1. Taisol 2. Canaan 3. Fote High 4. Fatakalua	33
28/07/2025	Fote Low	1. Fote Low 2. Karasi	22
28/07/2025	Gwaitabaá	1. Gwaitabaá	21
28/07/2025	Airahu	1. Airahu	13
29/07/2025	Bio	1. Bio 1 2. Bio 2	45
29/07/2025	Gwaunoa	1. Gwuanao	17
30/07/2025	Koa	1. Koa 2. Feratasisi	25
30/07/2025	Gwaibaleo	1. Faiako 2. Gwaibaleo 3. Rongoakwa	20
1/08/2025	Tabawao Clinic	1. Fouo 2. Saofura 3. Atori Station 4. Tabawao 5. Gwarimudu	30
1/08/2025	Gwaifai	1. Gwaifai 2. Rarata	12
2/08/2025	Kwaiafa	1. Darione 2. Kwaiafa' 3. Faufaumela 4. Fauíiua 5. Faádila 6. Feraábu	41
2/08/2025	Faufaumela	1.	30
2/08/2025	Feraábu	1.	35
3/08/2025	Anomasu	1. Anomasu 2. Aluta 3. Aikuku	26

		4. Baratalo	
3/08/2025	Baratalo	1.	38
05/08/2025	Buma	1. Buma High	30

5.5.3.1 Consultation Cluster: Kwaisulinu:

The team met with community members on 27th July 2025 in the local community Market Place located in the village of Kwaisulinu. Key concerns raised during the consultations are noted below:

- **Community chairman (William): asked the following concerns.**
 - Enquire for the 15x15m area, will any assets outside the area that the contractor touches be compensated?
- **Community chairman (William): asked the following concerns.**
 - The gazette road width is 30m (15x15m from the centreline). He urges the community members to inform other members about the Road Act so that everyone is aware of it. He also thanked the team for the presentation and be informed.
- **Village Elder (Paul):**
 - I am grateful for the road upgrade and fully support the project. I want to thank the government and the World Bank for selecting our road to be sealed. This will be a first for us, and I am unsure why we were chosen to receive funding from the World Bank to improve our road. This is a rare opportunity that our community is fortunate to have, and we will greatly benefit from it.
- **Village Elder:**
 - Expressed that he is happy that the road will be sealed because it will be the first of its kind along the road.
- **Tribal Chief (Francis):**
 - thanked the project team for the meeting and reaffirmed to the team and the community that we will work together, and they are ready to welcome the contractor.

5.5.3.2 Consultation Cluster: Taisol:

The team met with community members of the 27 July 2025 in the local community hall located in the village of Taisol. Key concerns raised during the consultations are noted below:

Taisol Chairman (Chanel):

- Regarding the 30m road width, I want to know if it will be expanded.
- The presentation is very clear, and from our experience with the previous contractor, they have hired local people for work. As we have witnessed the deteriorating effect of the road, this project will benefit all of us, and I look forward to contributing and supporting MID.
- The former contract with Exodus they are closing a culvert near those pools of stagnant water, which breed mosquitoes.

- **Community elder:**
 - I am so happy to have attended this very important meeting. I understand and am now aware of the information you have shared and about the upcoming project. However, none of the people who owns the market stalls that are here to attend the meeting and are refusing to obey the law. How do we deal with that? .
- **Community elder:**
 - My concern is regarding the water supply. Is there a way to incorporate a water pipe crossing in the design?
- **Community member and former Exodus employee:**
 - I am happy to see again Lawrence, Kelly and Joy, who are in the project during my time working for Exodus (Contractor under SIRAP). I am happy to hear that the road will be sealed, and we all should be proud.

5.5.3.3 Consultation Cluster: Fote:

The team met with community members of the 28 July 2025 in the local community grounds located in the village of Fote Low. Key concerns raised during the consultations are noted below:

- **Community member (David):**
 - Commented on the previous contractor's work; the tree and plants removed were not properly disposed of.
 - Some communities have small community projects. Our community need support from a contractor to help make our drains.
 - There is a feeder road from Kwaisuliniu up inlands. It is one of the main roads used by so many villages along the road. I am just sad that the road is deteriorating. During logging period, we support with free gravel to repair the road and the road is used when other roads are inaccessible
- **Community elder:**
 - I am happy about the upcoming project. If the project & development come with sealing, as we are now experiencing after the spot upgrade works, vehicles are travelling at high speed. Although I do not contribute to paying taxes, I would like to suggest installing road humps along the road for the safety of our community.
- **Community elder:**
 - I recommend that the project work with the police to keep our roads safe for the community. I also want to thank the government for this project. Under SIRAP, it was supposed to go from Gwaunaruú Airport Junction to Forcem Market, but now it goes only to Kwaisuliniu. We appreciate their efforts.
- **Community elder (Casper):**
 - Many of the issues, like the downpass of the pipeline, drainage, we are not sure why the contractor did not comply.
 - During the selection of contractors, ensure the contractor complies with community requirements/grievances to reduce disruption.
 - During the selection of contractors, ensure the contractor complies with community requirements/grievances to reduce disruption.
 - LW: This is noted. For your information, a grievance box will be installed, possibly at a specific location and in front of the contractor's camp to lodge any grievances. A CAC

will also be established as another channel for raising complaints or suggestions. During the CAC meeting, grievances will be discussed and

- **Community elder (Micheal):**
 - During heavy rain, water overflows from the ridge due to inadequate drainage, causing flooding in our village. Additionally, I would like to request that the river be diverted, as it also poses a threat to our community during periods of heavy rainfall.
- **Gravel Resource Owner (John):**
 - For your information, the gravel site at Kwaisuliniu I am the rightful owner of the site and I have legal documents as well. Unless if there is any issue, bring every party to meet.
 - I wanted to express that we are so lucky, other province are without roads and bridges. We at Malaita are very lucky.
- **Community elder (John):**
 - We are a very small community, and we are privileged and blessed to have this project.

5.5.3.4 Consultation Cluster: Bio 1 & Bio 2:

The team met with community members on 29 July 2025 in the local community guest house located in the village of Bio1 Low. Key concerns raised during the consultations are noted below:

- **Community elder (Timothy):**
 - I want to firstly express that I am ashamed of how badly the name of our community was tarnished by a few people and outsiders who have caused damage to the gabion nets. As I speak, police are conducting their investigation to arrest the culprits.
- **Community elder & former PWD officer:**
 - Clarified and advised the community members regarding the Road Act and urged them to plant crops and construct their daily market outside of the 30m road width.
 - For road/feeder roads, I will carry mud into the road. Can the feeder road be sealed as well?
- **Catechist (Fr George):**
 - I am grateful to the project team for organizing such an important awareness program and for encouraging community members. As the project introduces new developments, a shift in mindset is essential. We should avoid distractions and behaviors that could negatively impact the project and instead focus on the future and the benefits it will bring. In biblical terms, we are fortunate and blessed to be part of this initiative. On behalf of the church, we pledge our full support for the project.
 - As you can see, most of the villagers are living on one side of the road, and our church is on the other side. Therefore, I would like the design to consider installing a road crossing for the safety of our community members.
- **Community elder:**
 - Re-emphasise the need to shift mindset and attitude, and that the community is fully supporting the upcoming project. He also thanked the community members for their time to attend the meeting.

5.5.3.5 Consultation Cluster: Koa:

The team met with community members on 30 July 2025 in the local community guest house located in the village of Bio1 Low. Key messages from the consultations are noted below:

- **Community member (Lawrence):**
 - Thank you for organising this community consultation meeting. On behalf of the community, I want to thank SIG and the World Bank for the previous project. Now, we will have another road improvement, and our road will be sealed. We are also grateful to the previous contractor who built the washing slab, which has helped our women when they wash clothes. Our community is here to help and support the project.
- **Community member:**
 - Thank you, team, for supervising and overseeing the development in our community; we are excited about the upcoming improvements. I would like to highlight a few concerns:
 1. There are individuals in the community engaging in illegal activities, which are causing damage to properties.
 2. The contractor responsible for the civil works must ensure high-quality work, especially considering the significant amount of money they are being paid.
 3. We have concerns about pedestrian safety, as there is currently no footpath along the road. It would be beneficial for the project to include a footpath, as community members use the road to walk to the river, and a separate path for pedestrians is needed to ensure their safety. Thank you, Joy, Kelly, and the team, for your consultation.
- **Community elder (Graham):**
 - You have talked about an attitude problem – this reflects what happens in the home. I want to thank SIG & WB for funding the project. We are so lucky to have such development happening in our province. Donors do not want to be involved in disputes. What our community need to do now is to change our mindsets and support the project. A lot of local people will benefit from working on the project, but the product will benefit not only our community but the whole province and country.
- **Community elder (Elphrem):**
 - Those people who live within the road reserve, are they aware of removing their property from the road?
 - Projects like the CSP helped in clearing weeds from the roadsides, which local community members benefited from that program.
- **Women rep and form CAC Member (Jenny):**
 - On behalf of the women in the community, thank you, SIG & WB, for the project. Now we are running down the hill, and we have benefited a lot from the project. There are community requests we have brought to the previous contractor but were unsuccessful due to budget constraints. However, they benefited a lot from the project.
- **Community Pastor (James):**
 - Thank you, project team, for bringing the wonderful news that our road will be sealed. We look forward to supporting this project.

5.5.3.6 Consultation Cluster: Gwaibaleo:

The team met with community members on 30 July 2025 in the local community meeting house located in the village of Gwaibaleo. Key concerns raised during the consultations are noted below:

- **Community member & former CAC Member (Cornellius):**

- What time will the civil work start?
- CAC will form again for this upcoming road project? I am a former CAC member under the SIRAP Road Project, and I have seen that the sacrifice and the support the members have given to the contractor were a lot, and they were not even paid for it.
- Are CAC members not allowed to work? From the previous project, the contractor does not allow CAC members to be part of the civil works.
- This is not the last meeting, right?
- **Community elder:**
 - In my opinion, the leaders and community members who were involved before the road was established may not be university graduates, but they allowed this development to happen in our community, resulting in the roads we have today. While some individuals in the community are now well-educated, they are not supportive of the project. It would be in the best interest of those with properties adjacent to or within the road's right-of-way to consider moving. It is important to avoid being selfish and disputing the Road Act; instead, think about the benefits that you and even your grandchildren will enjoy in the future.
- **Community elder (Rina):**
 - CCECC works from Auki to Kilufi hospital. What about the road from Kilufi to the Airport? I assume work from Auki will continue until Gwaunaruú Airport Junction.
- **Community Pastor (Thompson):**
 - From the previous contractor, there are issues we have observed. There is a safety issue for children and the community. The contractor camp should be located away from the community. There are big moving vehicles and travelling very fast. I observed, safety for workers too, when your team are onsite for monitoring, the workers would hide if they were not wearing personal protective equipment (PPE).
- **Community Elder:**
 - I believe that for the sealing roadworks, the contractor does not need to be a local company; an overseas company could be a suitable option. Local companies sometimes struggle with cash flow issues, which can affect the timely payment of workers' salaries and the right machine to do the work.
- **Community elder (Nelson):**
 - I want to share an experience from my youth before the PWD (Public Works Department). Whenever we heard a vehicle approaching, we would jump into the bushes for our safety. However, things are different now; both people and vehicles want to be on the road.
 - Do we know the contractor?
- **Community elder (James):**
 - Since work will be coming, what about my trees along the road? I want to development to come, and I do not want to stop the company from working in case they think I want payment.
 - I want to comment and be clear because I want development to come.

5.5.3.7 Consultation Cluster: Tabawao

The team met with community members on 1 August 2025 in the local community clinic located in the village of Tabawao. Key concerns raised during the consultations are noted below:

- **Tribal chief (Patteson):**
 - I have grown up and have heard what the team are talking about. The issues you have talked about are very important. I have a quarry site, but first I will talk with my brothers and children because I want the development to happen in my community.
 - Added that each community chief will talk with their community.
- **Community member:**
 - When will the program be implemented?
- **Resource Owner:**
 - What about the gravel I own? Will the project pay for them?
- **Community elder:**
 - This is the first meeting that we have with the SIRAP project for the East Road new project. We must be thankful for this initiative for the new road improvement project that we will benefit from, especially the road users.
- **Community elder:**
 - We also want road humps because vehicles are always speeding, and they will never adhere to the speed limit sign.
- **Community elder:**
 - Will the overseas contractor create job opportunities for communities here, such as unskilled labour?
- **Woman rep/elder:**
 - Being a woman rep in the community, we desire good roads that ensure safety for our children when they walk to school and so forth.
- **Community elder (Rooney):**
 - I want to clarify whether it is a World Bank-funded/grant or loan to SIG?
 - I ask this question to clarify because if SIG loans, we have to support and allow the government and the project to come. Because if it is a similar project but done in another project, we are still liable to repay through our taxes. Therefore, I urge you, community members, to support the project.
- **Police rep (Sammy):**
 - Looking at the project, Gwaunaruú to Kwaisulinu, what about the road from Kilufi to Gwaunaruú?
- **Community elder (Roonie):**
 - About the 30x road width, what if you issue notices to people along the ROW so people are aware of their plants/stalls?
 - Also, when will the project start?
 - Community members should inform their relatives in Honiara aware of the upcoming project and support it, to avoid unnecessary issues.
- **Community elder:**
 - I have heard from Baratalo to Dala resource owners disputed cutting trees due to a tabu site. Therefore, I advise our community members that if there is a tabu site or tree, do mark them out.
 - I want to suggest creating a team, and if there is any issue with to land/tabu site, the team will deal with the resource owners.

5.5.3.8 Consultation Cluster: Gwaifai

The team met with community members on 1 August 2025 in the local community market located in the village of Gwaifai. Key messages from the consultations are noted below:

- **Tribal chief (Eric):**
 - The Gazette Road, if you want to dispute it, is it part of the law and police will be involved?
 - My thoughts on those planting crops along the road to make them aware and advise them to move out of the ROW and harvest their crops. I want the road project to happen because our communities will benefit from the improved road, not WB, MID ect.
 - It is good to have these meetings. We will pass the message on to other community members. We are happy to support the project and look forward to attending more meetings.
- **Community member (Robert):**
 - It is important for people to attend this consultation and to be aware of the Road Act.
 - Will your team conduct meetings in the future?

5.5.3.9 Consultation Cluster: Kwaiafa

The team met with community members on August 2, 2025, at the community high school located in the village of Kwaiafa. Key concerns raised during the consultations are noted below:

- **Community member:**
 - Inquire if drainage is incorporated into the design.
- **Community elder:**
 - Appreciates the project and the fact that they have been informed about this upcoming project with WB.

5.5.3.10 Consultation Cluster: Faufaumela

The team met with community members on August 3, 2025, at the community hut located in the village of Faufaumela. Key concerns raised during the consultations are noted below:

- **Community elder:**
 - I would like to say thank you to MID & your team for conducting this very important meeting. Road is an essential for our daily life, and we would like to share our appreciation to the government and the donor WB for this project. We look forward to supporting the project
- **Community women rep:**
 - Thank you, government and donor WB, for this project. We need the road to be fixed, to reduce travelling time to the hospital. Good to know that there will be opportunities for youths, women and men to be involved in the project.
 - My concern is regarding road safety along the road, if possible, to road signages or humps along the road. .
- **Community member:**
 - Will culvert and bridges be built where needed??

5.5.3.11 Consultation Cluster: Feraábu

The team met with community members on August 3, 2025, at the community hut located in the village of Feraábu. Key concerns raised during the consultations are noted below:

- **Community elder:**
 - The community welcomed and was thankful for the presentation and news that our road will be improved. Safety concerns only, will there be drainage and safety signage installed?
- **Community member:**
 - Will there be disruption to traffic during the construction work?
- **Community member:**
 - Will there be more community consultation meetings?

5.5.3.12 Consultation Cluster: Anomasu

The team met with community members on August 3, 2025, at the community hut located in the village of Anomasu. Key concerns raised during the consultations are noted below:

- **Community elder:**
 - Appreciation for this road awareness campaign conducted. He also commented that when this road work starts, our people need to understand that if we build within the road corridor, then we have to relocate our houses to allow this road development to proceed. So, he urges all his people to work together with the contractor and MID on those arrangements for the good of all.
- **Community member:**
 - What is the width of the road that will be constructed?
- **Community member:**
 - What is the recommended speed limit for those roads from Baratalo to Atori?

5.5.3.13 Consultation Cluster: Baratolo

The team met with community members on August 3, 2025, at the community hut located in the village of Baratolo. Key messages from the consultations are noted below:

- **Community elder:**
 - Thank you to the project team for conducting this awareness meeting. We appreciate the updates and are pleased to see the improvements made to the East Road from Dala Market. It's great news that the road upgrade will be extended all the way to Atori. Thank you, SIG, for your commitment to this important project.
- **Community member:**
 - Concern and question about the contractor's performance. His concern and questioning of the quality of work undertaken in this upcoming work. He observed from previous work with other local contractors. The work is completed, but after 3 to 4 weeks, when the contractor moves out from the project site, they experience that the road starts to deteriorate and spoil. How is this? Quality work must be considered.
- **Community member:**
 - Question on road hump: if community people can put their own road hump, is that a legal way to do it?

5.5.3.14 Consultation Cluster: Gwaunaru'u:

The team met with community members on 22 November 2018 in the local community hall located in the village of Gwaunaru'u. Key concerns raised during the consultations are noted below:

- **Community members' message to SIRAP:**
 - Raised the issue of safety, reminding SIRAP to consider the following safety measures, seeing many of the community children walk to school:
 - Include in the design road humps within crossings for schools and large communities settled along both roadsides.
 - Rumble strips to slow speeding vehicles where children walk.
 - Include in road design, sidewalks along roadsides for pedestrians.
- **Resource Owners:**
 - Have concerns over incentives if this will be considered for the use of their resources, which they will allow for use for the project, but at least a reasonable agreement for these is done for the project and the resource owner.
- **Community Leader:**
 - The Airport gave weight to the need for road access which really benefitted our community in the longer term, so we appreciate other works, which we as a community, see will always benefit our communities greatly.
- **Resource Owner:**
 - Road corridor is not the issue. It is us the community dwellers who should be mindful of how we make claims unnecessarily for the properties we at times plant our crops along the designated road alignment, which is not correct and according to the team's presentation, there is the provision of voluntary resettlement, which should be our understanding, an option we take when the matter arises.
- **Chairwoman Provincial Women's Council:**
 - Elaborated on real cases of GBV within the organisation she is working with in Auki, Malaita. GBV, SEA and HT are real issues and already exist within many Malaita communities, which are on the rise.
 - It is good that, through these consultations that the communities are also reminded to look further into ways they should best manage their families and prepare to face such issues should these arise. Families, be reminded to protect and keep your families safe at all times.

5.5.4 Ad Hoc Consultations 2019-2020

Consultations with the sealed roads stakeholders took place on numerous occasions during the course of the site investigation work, development of design phases (concept and detailed) in late 2019 and 2020. The initial consultations held in 2019 were focussed on the following;

- Inform communities and stakeholders on SIRAP and the scope of work on the sealed roads and collect feedback from stakeholders regarding road issues;
- Inform communities on site investigation works that the design engineer was going to perform on the road;
- Request for Information from stakeholders e.g., utilities, MID, MECDM, MMERE, RSIPF; and
- Future development plans for Malaita.

During the design phases, consultations were held to inform communities on what the proposed designs would be and why. All key stakeholders and potential impacted communities were consulted with. This has provided the opportunity for the project to receive additional insights on areas relevant to the site context that may have been missed during site investigation works to be incorporated in the designs. These consultations also provide platforms for communities to contribute to mitigation measures on potential impacts that have been identified to be linked to the project, even if they are only temporary. These consultations also helped to answer questions that communities may have regarding the project, especially expected implementation period which helped in burning away unnecessary misconception. Community and stakeholder consultations have contributed significantly to the final designs of the project. The list of participants and minutes of meeting are in Appendix I.

In November 2019 SIRAP NSSS, CLO for Malaita together with Malaita based MID Works Officer carried out several community awareness programs along the sealed roads communities in Auki and communities along the 1.8km sealed section north of Bina on south road. The purpose of that consultations was to inform communities on upcoming investigation works that SMEC would be undertaking. The road investigation works include surveys, geotechnical investigations, and road safety audits as part of data collection to inform appropriate concept and designs for this road.

On 7 November 2019, the MPG leaders consulted with SIRAP, SMEC and MID representatives informing them on the proposed SIRAP scope of work for Malaita Roads, including an update on the deteriorated road conditions discovered during the site visits. It was revealed that drainage issue is the main cause of the poor roads. MPG expressed their support for the project and the desire to be more involved in the decision-making processes for the following key reasons. The leaders affirm the project team that they want to ensure that road infrastructure developments in the province are not hindered by issues such as land disputes in Malaita. They are adamant that roads are constructed to the standard that is more resilient to the impacts of rain, floods, and other natural hazards.

In another meeting with MPG on 20 February 2020, the leaders shared their development plans for Malaita province and proposed future land use around Malaita which vested on the improved road networks to link these areas to Auki town. The proposed upgrade work will support in the socio-economic growth of the province.

The utility providers (Solomon Water, Solomon Power and Telekom) were consulted with regarding Malaita Roads Upgrade works late in 2020 by MID and SIRAP and in 2020 in which they were asked to supply GIS information on their infrastructure on Malaita sealed roads to ensure that road designs are aware of them. The utilities were also able to provide future development plans for the extension of their services.

A series of consultations conducted by Technical and Fiduciary Services Unit (TFSU) in 2018 for communities and stakeholders along the sealed roads for the development of the ESMF for Malaita Roads and ESMP for the proposed work found that there is enormous community support for SIRAP. The same support was reiterated by the communities in other consultations conducted by SIRAP in October 2019 and again in the joint SIRAP-MID detailed designs consultation held in July 2020 with MPG, key stakeholders and communities. People have passionately desire good and safer roads and voiced their complete support and eagerness for the project. In these community meetings, the people were pleading that the road works be done by an international contractor not local contractor. They hoped that international contractor would do a more thorough, quality and up to standard works that would see the road seals last longer. They alleged that the last road work that took place in Malaita in 2016 performed by a local road company deteriorated almost within a span of a few months. Potholes opened almost immediately after heavy rain events. Since then, the quality of the

road worsens and MID have been doing patch up works on the road by covering the holes with coronous material from time to time.

Malaita province has far more experience with roads and bridge projects (second to Guadalcanal) than the other provinces in the Solomon Islands. They have also had their fair share of disappointments relating to road infrastructure development. Some issues arose from unresolved land disputes, and others from the choice of road contractors perceived by communities, to perform sub-standard road works which resulted in the roads returning to a very poor condition almost immediately after heavy rains. This sentiment was also shared by MPG in a meeting on 20 February 2020. There were also cases where road infrastructure projects never eventuated after the communities were informed about them, contributing to community disappointment and mistrust in Malaita for road projects.

5.6 Sensitive Receptors

The Design and Supervision Consultant has identified the following key sensitive receptors for the 12km North Road for the DBST sealing and the 21km East Road spot upgrade.

Receptor	Name
Communities	Faiako, Gwaibaleo, Rongoakwa, Koa, Feratasisi, Buma, Gwaunoa, Bio 1, Bio 2, Airahu, Gwaitabaá, Taisol, Canaan, Fote, Karasi, Taisol, Fatakalua, Bubulangi & Kwaisuliniu Fouo, Saufuro, Atori, Tabawao, Gwarimudu, Gwaifai, Rarata, Darione, Kwaiafa, Faufaumela, Fauíua, Faádila, Feraábu, Anomasu, Aluta, Aikuku & Farbarataloa.
Schools	Faiako Community High School, Trinity Community High School, Bumas Community High School, Gwaunoa community High and Fote Community High school. Aikuku CHS, Kwaiafa CHS, Atori Primary & Secondary School,
Churches	North Road: Gwaibaleo Anglican Church, Rongoakwa SSEC Church, Koa SSEC Church, Diutadili SDA Church, Faufane Anglican Church, Bio Anglican Church, Taisol Catholic Church. East Road: Fouo SSEC Church, Kwakwarutolo SSEC Church, Tabangawao ST Paul Church, Gwarimudu SSEC Church, Salifao CRC Church, Otewafila Church,
Clinics and Health Post	Gwaunoa clinic, Anomasu clinic & Tabawao Clinic.
Utilities	Water pipe crossings are mostly located along North Road communities: Buma, Fatakalua, Fote Low, and Gwaunoa.
Tabu Sites	Bio tabu site, Karasi Tabu site & Fote High tabu tree.
Roadside market stalls & canteen	North Road: To be confirmed during detailed road design. East Road: To be confirmed during detailed road design.

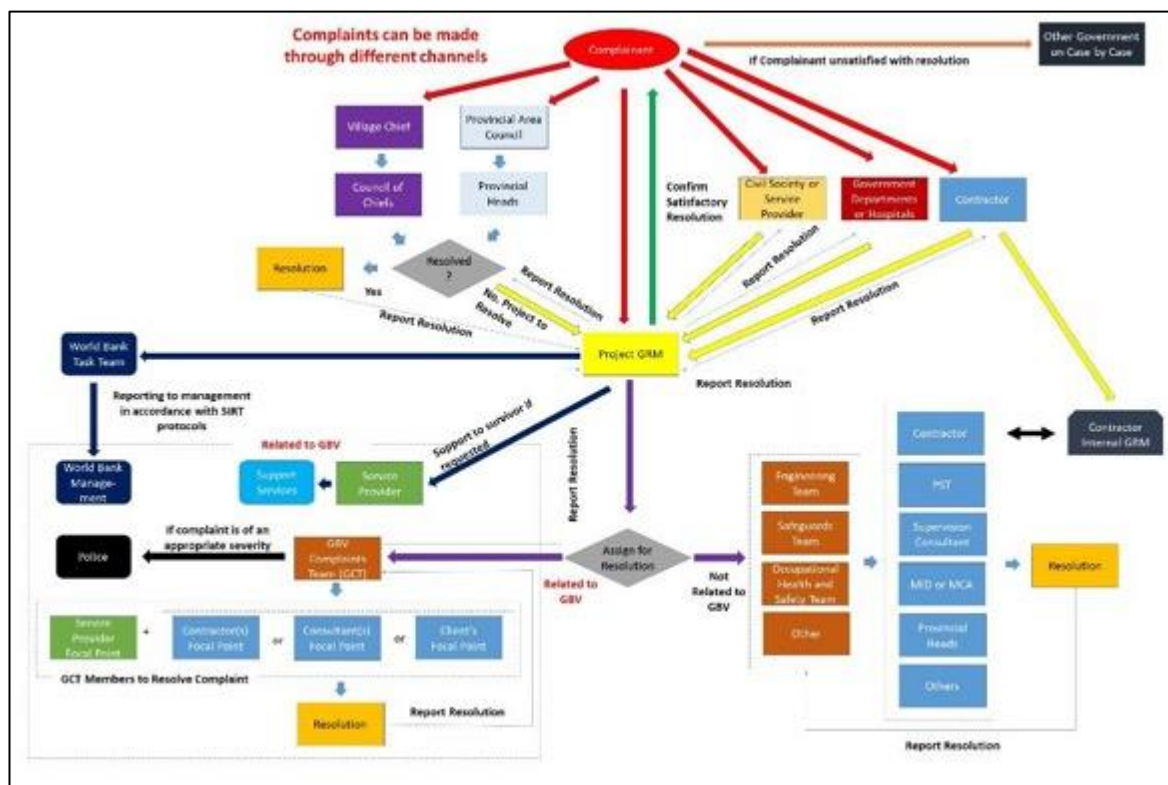
Specific consultation will be undertaken with these communities before and during construction activities to ensure that impacts are minimised, and community safety is ensured. This is particularly important for the transport of materials and equipment. Mitigation measures may include construction works or transport during specific hours, which do not impact school hours or specific traffic (including pedestrian) safety management, like flag controls and route diversions.

5.7 Grievance Redress Mechanism

During the course of these proposed works, it is possible that people may have concerns or grievances with the project's performance which may include any aspect of the implementation or an activity or a component of the project. Issues may occur during project preparation, design, construction and again during operation. Any concerns will need to be addressed quickly and transparently, and without retribution to the affected person (AP) or group of people involved.

Complaints can be made through different channels, such as the traditional local practices (e.g. village chiefs), online, phone, in-person, the local GBV/Human Trafficking/SAE Service Provider, the manager(s), the Police or the member of the CAC committee. Complaints should be able to be made in different ways such as online, via telephone or mail, or in person. Anonymity should be ensured if the complainant so desires it, especially about GBV/Human Trafficking/SAE.

This GRM has been developed to satisfy both SIG legislative and WB GRM requirements as well as being developed in line with the Country Safeguard Systems.



If there were a need to use the GRM, then the following process is to be used.

Complaints: Minor concerns or complaints that are given verbally to the Contractor or Supervision Consultant on site, the process would commence with an attempt to sort out the problem directly at the subproject level between the Contractor and the concerned individual or community.

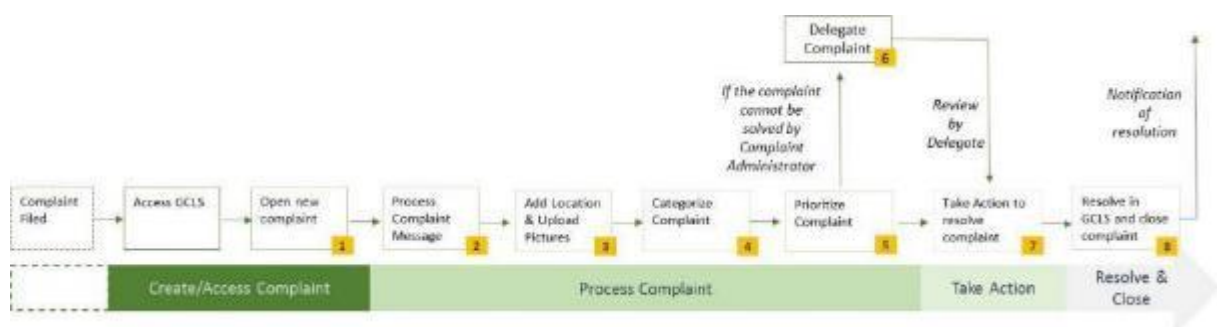
Most complaints that arise during construction are expected to be minor complaints concerning traffic, dust or noise that should be able to be resolved quite easily. All complaints arriving at the Contractor's Site Office are to be forwarded to the Contractor's CLO and entered into the complaints register that is maintained by the Contractor and kept at the site. Details recorded will be: date, name,

contact address and reason for the complaint. A duplicate copy is given to the AP for their record at the time of registering the complaint. The register will show when the issue is to be dealt with and who has been directed to deal with the complaint, the date that the AP was informed of the decision and how the decision was conveyed to the AP. The register is then signed off by the person who is responsible for the decision and dated.

For most complaints, if immediate resolution is achieved and the complainant is satisfied, the matter will be recorded in the site diary and reported in the regular monthly report submitted and considered closed.

Grievances: If the issue cannot be resolved at the complaint level, then it will be considered to be a grievance and will be addressed by being referred by the Contractor or Supervision Consultant toward the National Senior Safeguards Specialist within the PST. The NSSS will log it into the 'Grievance and Complaints Logging System' (GCLS) database for tracking and reporting on resolution. In accordance with the World Bank's 'Citizen Engagement' commitments under IDA 17, key indicators from the GRM are published online at the SIRAP2 project website.

All complaints must be acknowledged within 24hrs. The following procedure is followed to address complaints:



If it is impossible to resolve the complaint or the complainant is not satisfied with the resolution, the case may first be escalated to the PS of MID, who will appoint a third-party arbitrator to form part of a GRM committee. If the AP is dissatisfied with the recommendation of the GRM Committee and subsequent determination from the PS of the MID, the AP may appeal to court. This will be at the AP's cost, but if the court shows that the PS has been negligent in making their determination, the AP will be able to seek costs.

GCT: The SIRAP2 Code of Conduct and Action Plan for the Prevention of GBV, Human Trafficking, and SEA details the specific GRM processes and responsibilities. The project shall establish a 'GBV Compliance Team' (GCT). The GCT will include, as appropriate to the project, at least four representatives as follows: the SIRAP2 PST National Safeguards Advisor, an appropriate Contractor's representative, the supervision Consultant and a representative from the GBV/Human Trafficking/SAE service provider.

WB Level Resolution: In addition to the above project-level GRM, communities and individuals who believe that they are adversely affected by a WB-supported project may submit complaints to the WB's Grievance Redress Service (GRS). The GRS ensures that complaints received are promptly reviewed in order to address project-related concerns.

Project-affected communities and individuals may submit their complaint to the WB's independent Inspection Panel, which determines whether harm occurred, or could occur, as a result of WB non-compliance with its policies and procedures. Complaints may be submitted at any time after concerns have been brought directly to the WB's attention, and WB Management has been given an opportunity to respond.

For information on how to submit complaints to the World Bank's corporate GRS, please visit <http://www.worldbank.org/GRS>. For information on how to submit complaints to the World Bank Inspection Panel, please visit www.inspectionpanel.org.

6 Environmental and Social Management Plans

This section contains the detailed mitigation measures that are required for the various phases of the 12km sealing and 21km maintenance works described in the design documents.

Also included in Section 5.2 are expected processes for other safeguard management measures and referred to in the mitigation table in Section 5.1.

6.1 Mitigation Tables

Table 13: Mitigation Table

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
DETAILED DESIGN/ PRE-CONSTRUCTION MOBILISATION STAGE						
Road traffic safety		Road safety audit conducted before design process commences to inform designers, and then of design prior to tendering. The bid documents will require a TMP to be developed by Contractor for all it haulage routes from the landing area to the camp and laydown sites. For each haul route, the TMP will need to include measure to address: Layout plans; Vehicle traffic; Pedestrian traffic (particularly on bridges that construction traffic will use); Sensitive receptors (management near and consultation with) such as schools, communities, markets, churches, etc.); Management of increased heavy load traffic associated with transportation from the landing area used by the contractor. The TMP will also cover for temporary road disruption during road construction including temporary accessways. The TMP should follow the guidelines set in the Safe Traffic Controls for Road Works Field Guide (www.works.gov.pg/files/roads-bridges/IF003_PNGFieldGuide.pdf) and adapted for the Malaita works. The TMP will be included as an annex to the CESMP. The TMP shall include the name, address, and telephone number of the person responsible for the safekeeping of the works, or any change thereto, shall also be notified. TMP shall include details of key routes, site entry and exit layout, use of signage and flag operators (including night-time safety), and personnel protective equipment to be worn by workers (e.g. high visibility vests).	North Road and East Road All haulage routes and along and connected to the two road corridors	Minimal (requirement of bidding documents)	Contractor	SIRAP2 PST/MID/ Supervision Consultant

²¹ Costs are estimates only and will be calculated during the detailed engineering design.

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		The TMP should consider that the transport of material or equipment may likely impact normal pedestrian and vehicle traffic or pose an increased safety hazard, consideration should be given to moving these items during off-peak times. The TMP will also detail specific safety and traffic management measures required around sensitive receptors. These measures should be developed in consultation with the community representatives and elders (e.g. school principals, hospital management, and church leaders) as required. Contractor is required to have a speed monitoring system in place to allow all vehicles to be monitored for adherence to speed of travel and only using approved haul routes. Educational outreach program on road safety to be developed by the supervision consultant and the contractor for the schools and communities along the 21k East Road and the 12km North Road. Ideally, awareness will include the police officers based in Auki. Project design will include pedestrian safety and temporary access along the construction route..			SIRAP2 PST	
Occupational Health and Safety		The bid documents will require the Contractor to have in place and comply with an occupational health and safety management system. The Occupational Health and Safety Standards (OHSS) to be adopted to include those of Australia, Canada, New Zealand, the European Union, and the United States of America, which are referred to in the World Bank Group EHS Guidelines. The Contractor shall ensure that all staff, personnel, and suppliers are inducted, trained and in compliance with OHSS prior to joining the project and during the construction work. The Contractor shall be responsible for implementing all OHS training, including refresher sessions, safety trainings, toolbox meeting and monitoring of OHSS management and compliance. The Contractor shall: • Prepare OHS plan as part of CESMP; • Conduct Induction training for Contractor personnel as part of onboarding process.	North Road and East Road	Minimal (requirement of bidding documents and standard construction practices).	Contractor	Supervision consultant/SIRAP 2 PST

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		- Sign Code of Conduct) for Contractor, Managers and other personnel, both local and international workers - Implement relevant pre-construction measures prescribed in the OHS Plan. The Contractor shall incorporate all OHSS within the Site Safety Management Plan and shall provide a report to the Supervision consultant at a monthly basis, outlining compliance and noncompliance, Incidents reported, and training including the number of lost time injuries; the number of near-miss reports; first aid training; completed HIV/AIDS and GBV training; and OHS training courses completed by staff. The SIRAP2-AF LMP highlighted the labour potential risks related to occupational health and safety for workers under Section 6.1, with guding national legsilations.				
Approvals		- Prepare and submit the Development Consent Application with relevant supporting documentation (EIA, ESMP, Consultation Report) to ECD; - Prepare application for emission permits from ECD - If need be, prepare and submit Application for Builing Materials Permit (including quarry, gravel pits, sand sources etc.) – from MMERE; - Pay the required fee for aggregate extraction permit - Prepare and submit Contractor ESMP.	North Road and East Road	Minimal (part of standard design practices).	Design Consultants (all contracts)	SIRAP2 PST/ MID
Gender Based Violence (GBV) and Violence Against Children (VAC)		- Establish a GBV and VAC Compliance Team under E&S team. Refer to Appendix D for guidance; - Prepare GBV and VAC Plans and seek Bank approval prior to project mobilization. Refer to Appendix D; - Sign Codes of Conduct (if instructed) for Contractor, Managers and other personnel. Refer to Appendix D for draft Codes of Conduct; and - Respond to GBV and VAC events as a matter of priority. - The potential risks associated to GBV are outlined under Section 10.2 of the SIRAP2-AF LMP and also the GBV Action Plan under appendix 2 of the same document.	North Road and East Road	Minimal (requirement of bidding documents and standard construction practices).	Contractor	Supervision consultantSIRAP2 PST

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
Consultations		- Recruit a Community Liaison Officer (CLO) on a full-time basis - Develop a action plan to guide stakeholder consultations with the Contractor as required over the course of the Project. Key stakeholders' engagement should be undertaken in accordance with WB ESF-ESS10 and the SIRAP2-AF SEP. - The Principles of Effective Stakeholder engagement is outlined in the SIRAP2-AF SEP document as summarised below. <i>Providing meaningful information in a format and language that is readily understandable and tailored to the needs of the target stakeholder group(s) early in the process.</i> <i>Providing information in advance of consultation activities is conducted in a manner that fosters mutual respect and trust.</i> <i>Respect for traditions, language, rights, cultural beliefs, values, timeframes and interest of stakeholders and affected communities are recognized and addressed.</i> <i>Inclusiveness in representation of views, including people from different age groups, sex, gender, vulnerability and or/minority groups are encouraged and supported by appropriate participation opportunities; and</i> <i>Processes free information of intimidation or coercion or incentivisation.</i> <i>Clear mechanisms for responding to peoples' concerns, suggestions, and grievances.</i> <i>Transparency is demonstrated when community concerns are responded to in a timely, open and effective manner.</i> - Implement required pre-construction consultation in accordance with the approved CESMP Consultation and Communication Plan.	North Road and East Road	Minimal (requirement of bidding documents and standard construction practices).	Supervision consultant/ Contractor	SIRAP2 PST
Loss of Access to Assets and Land		For an areas of road reserve which may be temporarily needed during the construction phase of the project and which are subject to encroachment from the surrounding communities, under ESS5 consultations will be undertaken with the asset owners to facilitate any temporary relocation of the asset (e.g. market stall) for the duration of those works and will consider	North Road and East Road	Part of project and contract costs	Supervision consultant E&S team/Contractor CLO and PST CLO	SIRAP2/ MID

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		the impacts as highlighted under section 5.2.2 of the RAP. Appendix F and G outline the process for this. Rights to extract aggregates from quarries will be established following negotiations with the resource owner as detailed in Section 6.2.1				
Landing area, Laydown and camp Sites		Short term rental of land for lay down, landing and camp sites will follow the process outlined in the RAP section 5.1.4- MID policies and principles. Lease Agreement with the rightful landowning groups will have to be provided as evidence to the arrangement, and ensure its free from dispute or pending customary land Court case. Sites must be located at least 300m from nearest residences and 150m from waterways. Except for the landing area, all sites must be securely fenced to prevent unauthorised access. Additional fencing may be required around specific stores (e.g. hazardous substances) to prevent access by unauthorised personnel. Within the laydown area, secure and well-constructed areas must be clearly marked for solid waste collection, machinery maintenance, hazardous substance storage and toilet facilities for workers. In addition to the above, laydown site will include hard stand areas which have protection from wind and (where appropriate) rain, bunding (hazardous substances), clean water diversion drains, and allow for complete containment, collection and treatment of wastewater from machinery maintenance and concrete wastes. The ground of the construction of camp and lay down area will likely be compacted by the end of its use and so restoration will require scarification of the soil, application of topsoil and re-vegetation. A separate Decommissioning and Restoration Plan will be compiled by the contractor to address the above.	North Road and East Road	Part of contract costs	Contractor	Supervision Consultant/SIRAP 2-/PST/MID

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
Declaration of new public roads or rights of way	Any roads or rights of way declared during the project preparation or implementation will be required to adhere to the requirements of section 6.2.1 as well as ESS5 and all process related to the declaration will be viewed through the lens of ESS5. The fee for the public road or right of way easement (either voluntarily or through land acquisition) will be assessed under the parameters of ESS5 and will take into consideration that the nature and severity of land use impacts as highlighted under Section 3 of the Resettlement Action Plan (RAP) This will be the same for landowners who voluntarily enter into an easement and those who do not.	North Road and East Road	Unknown but not part of current project costs	MID PST	SIRAP2-PST/MID Commissioner of Lands
Influx of Labour / Worker Management	Contractor will be required to produce a Workers Camp Management Plan for the two road subprojects of Malaita roads and outline the worker accommodations, number of workers expected and their expertise, site layout, security controls, accommodation facilities for both male and female workers. Workers Camp Management Plan will follow requirements of this ESMP, the plan guidelines in Appendix C and the IFC Workers Accommodation Standards and Guidelines. Workers Camp Management Plan will be required as part of the bid submission and will be further developed and included as an annex in the CESMP for clearance by the Supervision Consultant/PST/WB. The Workers Camp Management Plan will include cultural protocols (including appropriate clothing and no work on a Sunday or Saturday for LDS Church members), management and restricting of visitors to the camp, visitor curfews, expected behaviours (noise, alcohol, within community areas), housekeeping, hygiene and workers health and safety. The workers OHS will be guided by the SIRAP2-AF -LMP. SIRAP2 has a Code of Conduct for the Prevention of GBV, HIV/AIDS and SEA (Appendix D). All Project workers will be required to undertake GBV and HIV/AIDS prevention training as part of the Code of Conduct, and will signed the document prior to commencement of works. The PST will provide the Contractor with details of approved service providers(ASP) who are able to undertake this training. From the provided list, the Contractor shall enter into	North Road and East Road	Part of standard contract costs	Contractor	Supervision Consultant/SIRAP 2-PST

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		agreement with one service provider to undertake the GBV IEC campaign. The cost of the campaign shall be funded by the Contractor from the provisional sum provided in the bill-of-quantity. The contractor shall make staff available for a total of at least 0.5 days per month for formal trainings including GBV. All workers are required to undertake training on the prevention of HIV/AIDS in addition to the GBV related training. The PST will provide the Contractor with details of approved service providers who are able to undertake this training. The cost of the campaign shall be funded by the Contractor from the provisional sum provided in the bill-of-quantity. The Contractor is required to maximise the number of local workers from the local communities where the project is located. From the memo issued by WB to the Solomon Islands government dated 22 July 2025, as of 1st September 2025, World Bank requires that contractors to allocate no less than thirty percent of total labour cost for local staff and personnel in supporting local labour and skills. The Contractor will also be required to submit a list of roles along with required qualifications or experience and the planned recruitment strategy for that role (i.e. local or regional/overseas). The Contractor will be required to provide justification for any roles not filled locally. Work permits will only be granted for workers with skills unavailable in the Solomon Islands. Should international workers be found to be performing jobs that can be done by locals (e.g. driving vehicles), the Supervision Consultant will notify the contractor and the PST/SIG who will cancel the work permits. The contractor will be required to return them home within 48 h of notification by the Supervision Consultant. For recruitment of SI nationals which cannot be fulfilled by the local community, it is preferred that it is undertaken through a formal recruitment process which ensures that only people who are already employed are travelling to the project site. Ad hoc employment of casual labour is not permitted for the contractor. Any project staff who are recruited from overseas are subject to visa approval. As part of the visa application process, all workers are required to				

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		submit a medical report, an element of which is a HIV test. All overseas workers must complete this test and submit their medical report to the immigration department before appropriate visas can be issued. As part of the visa application process all overseas workers will also be required to provide a police background check from their home country. It is also contractual requirement for all overseas SIRAP2 project works to provide SIRAP2 PST with police background clearances prior to arrival in country, regardless of the visa application process. If a worker has been tested positive or have been in contact with a positive COVID-19 case, the worker will be required to undergo the 14-day quarantine isolation period. In addition to the Codes of Conduct for GBV/Human Trafficking/SEA, the Contractor will also prepare a Code of Conduct to describe the expected behaviours of their project worker in relation to the local communities and their social sensitivities.				
Soil erosion		All erosion and sediment controls will be Contractors responsibility to maintain an effective working order, including reconfiguring drainage lines as required during the construction process to ensure dirty water is directed into sediment controls at all times. Reuse of the water collected in sediment ponds or basins for dust suppression and roadworks is preferred over release into the environment. Where water is being stored for dust suppression, the required design capacity of the basins shall be available. Sediment basins and other sediment controls shall be operated and maintained in a manner that minimises the risk of environmental harm. The design capacity of the upper settling volume shall be made available within 120 hours of the most recent rainfall event which causes runoff. The sediment storage zone shall be maintained at all times with the accumulated sediment removed by the contractor in a manner that does not allow the sediment to be conveyed into a watercourse or offsite. Where coagulants or flocculants are used to treat stormwater, they must not cause harm to the receiving waters or environment.	North Road and East Road	Minimal (part of standard design practices)	Supervision Consultant Contractor	SIRAP2 PST

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		As part of the CESMP, the contractor is required to compile and submit an Erosion and Sediment Control Plan (ESCP) before any work to proceed on the ground. Part of this plan, the contractor E&S team to conduct training and awareness to all workers and machine operators on this ESCP requirements.). Excavations should be kept to a manageable size to reduce the time of exposure. Any stockpiles will need to be placed on an impermeable geotextile or hardstand area and runoff directed to permeable land. Stockpiles of any fine grain materials (e.g. sand and topsoil) if stored for longer periods (> 2 weeks) must be covered to prevent dust and sediment laden runoff during rain events. Discharges from any activity at this location are prohibited from discharging directly to the marine and coastal environment. Clean runoff should be diverted inland for percolation to underlying groundwater, and potentially contaminated runoff should be collected and treated. Treatment will be dependent on the type of potential contamination (e.g. oil water separator for runoff contaminated with hydrocarbons or settling pond or tank for sediment laden runoff). The work shall: - Minimize erosion and design erosion protection measures according to international good practice standards, including incorporation of effective drainage systems (soakage pits) and consideration of surface flow paths. - Wherever feasible, contractor to schedule excavation works for the dry season months (May to October). - Develop a Contingency Plan for works to allow for anticipated construction start date during the wet season. - Contingency Plan must detail soil erosion prevention measures in event of storm, flooding or heavy rain event.				
Dust /Odour Air Pollution		Dust/Odour/Air pollution may occur through the transportation of raw materials during the pre-construction/construction phase. These can be minimised through:	North Road and East Road	Minimal standard practices (part of the design)	Contractor	Supervision Consultant / SIRAP2-PST

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		- Identify and locate waste disposal sites, stockpile sites and equipment at least 300 m away from any residential settlements, and 150m from water bodies, streams or rivers, to minimize impacts on the environment and nearby population. - Minimise dust from open area sources, including stockpiles, by using control measures such as using enclosures of covers and increasing moisture content. - The CESMP should include a provision for dust control; all equipment including crushers, aggregate processors, generators etc. should / if possible, be located distance from the camp and communities/schools/private properties to minimize dust emissions. - Ensure all equipment is serviced and issued with warrant of fitness (as required). Any machinery deemed to be polluting the air must be replaced (or fixed) on instruction by the Supervision Consultant. - During transportation, the trucks need to have covers to minimise dust and dust suppression techniques will be implemented, such as water spray truck to minimise dust from vehicles movements.				
Water and soil pollution		Soakage pits should not be installed directly into a shallow aquifer. Minimise risk to groundwater and surrounding soil by developing a Spill Control Response Plan (SCRCP) and provide training to all contract workers on how to implement the plan. Precautions should be in place to prevent wastewater and hazardous substances or materials entering the environment (e.g. fuel and bitumen spillage, wastewater containing fire retardant during firefighting), The SCRCP should include factors associated with both the construction and operational phases and should be available at the project locations. No stockpiles within 100m of any surface water bodies Ensure bunded areas and hard stands are allocated at construction lay down area for the storage of fuel, lubricants and other potential substances required for the project. Watertight bunds to be able to contain 110% of volumes being stored or 25% if total volume greater than 1,000 L.	North Road and East Road	Minimal (part of standard design and construction practices)	Contractor	SIRAP2 PST & Supervision Consultant

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		Ensure wash down areas with respective collection and treatment systems are designated within the construction camp (e.g. settling pond or tank and concrete slurry treatment) prior to works commencing. Contractor to undertake groundwater monitoring prior to any site establishment or construction laydown areas to determine baseline conditions. Measure depth to groundwater and analyse samples for concentrations of pH, electrical conductivity, turbidity, Dissolved Oxygen, total petroleum hydrocarbons (for potential petroleum contamination), and total nitrogen (for potential sewage contamination), or as agreed with National Public Health Laboratory (NPHL). Sanitation treatment system (e.g. removal of waste to landfill, compost or proprietary treatment system) is approved by the Supervision Consultant prior to implementation. It is the contractors responsibility that relevant Water permits are in place. No runoff from laydown sites, construction works or other project activities will enter any waterway. The Contractors will need to ensure an adequate supply of water for construction and personnel, which does not adversely affect the local community's water supply.				
Water supply		Contractors should include maximum rainwater reclamation and water conservation/ efficiency in all components. The Contractors will need to ensure adequate supply of water for construction and personnel which does not adversely affect local community's water supply.	North Road and East Road	Minimal (part of standard design practices)	Contractor	Supervision Consultant/PST
Sourcing material	aggregate	MID have provided a list of available quarries on Malaita. Not all identified quarries have been graded (Appendix A). Ensure locally sourced aggregate is sourced under appropriate permit from approved quarry sources and are operating in accordance with SIG law. Prior	North Road and East Road	Minimal (part of standard design and construction practices)	Contractor	Supervision Consultant, SIRAP2 CLO, SIRAP2 NSSS & ECD

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		to any quarries being selected for the SIRAP2 project, public consultation will be completed with any affected parties relating to new and re-opened quarry sites. Consultations will also be completed with the correct landowners to secure access to site and resource extraction. An MOU to be signed with the landowning groups and stated the agreed terms of the extraction. Consultations and negotiations will be done under the direction of the contractor CLO, Supervision consultant and PST CLO. If the Contractor applies for their own Building Materials License, they will be required to follow national consenting requirements and to produce a Quarry Management Plan (QMP) as per the requirements of ESMP and included as an annex in the CESMP for clearance. On the circumstances that the contractor considers gravel extraction at site, the following conditions will apply to site selection for new river extraction sites: i. All sites will be subject to approval and permitting under both the Mines and Minerals Act (Building Materials Permit) and the Environment Act (Development Consent); ii. Limits to volume of material extracted from any one source will be set in light of the ability of the source to regenerate and likely environmental impact as a result of the extraction. As with any extraction, there are limits after which localized or more extensive environmental impacts may occur. This might be due to facilitation of erosion or sedimentation which could alter the immediate environment or impact directly upon flora and fauna; iii. Access to gravel extraction sites will be negotiated with land owners and users, in the event that an access is purpose built, should the owner not want to keep the access, the contractor will be responsible for reinstating the land to its pre-project condition; iv. Any rivers or streams that are used as a fresh water source for villages should not be used as a materials source as gravel extraction will cause increased sedimentation and turbidity. In cases where such rivers or streams must be used, alternative water sources, such as drilled or dug wells, upstream of extraction sites and works, must be provided for the villages and the contractor to meet the cost;				

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		v. Use of approved machinery for gravel extraction from rivers such as excavator or backhoe. Dredging or similar operations for the winning of construction material will not be permitted; vi. A number of sites for extraction are preferred over a large volume being taken from one location; vii. In respect of maximum volumes to be removed from any one source, any river gravel removal for the subproject will be managed in accordance with the aggregate extraction guidelines and conditions of approval for the extraction plan; viii. Gravel or material should not be extracted from river bends, and if required, river training be undertaken; ix. Any extraction sites and borrow areas close to roads will be located at least 15 m outside the right-of-way of roads, extraction from the sides of roads in a way that could undermine the roads will not be permitted; x. Any extraction sites within rivers will have a 200m buffer zone between the site and the coastline. xi. Site and pit restoration will follow the completion of works in full compliance with all applicable standards and specifications; xii. Any topsoil excavated from the top of sites and borrow pit areas will be saved and reused in re-vegetating the sites and pits to the satisfaction of the National Safeguard Specialist; xiii. Additional extraction sites and/or borrow pits will not be opened without the restoration of those areas no longer in use; and xiv. The excavation and restoration of sites and borrow areas, as well as their immediate surroundings, will be undertaken in an environmentally sound manner to the satisfaction of the National Safeguard Specialist. Sign-off to this effect by PST will be required before final acceptance and payment under the terms of the contract. For quarries on Malaita, the Contractor will recruit a CLO who is familiar with the quarry extraction processes and will be responsible for engaging with the SIRAP2 CLO to develop relationships with land owning groups and communities. During this process, the Contractor CLO and the PST CLO will facilitate a MOU to be signed with agreed terms to allow the contractor to				

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		extract aggregate. The agreement (MOU) will be approved by the Supervision Consultant who will take advice from the SIRAP2 National Senior Safeguard Specialist and SIRAP2 Project Manager. Gravel extraction will not be conducted in the river bed. Contractor will compile a Quarry Management plan that spells out the extraction process and mitigation measures to be undertaken during the extraction. This will also ensure that the communities nearest to the work are given the opportunity to benefit from this economic activity. This will also provide more community support to the project rather than sourcing aggregates from a remote location compared to the work site. Imported aggregates will be from an existing permitted quarry in an approved country of origin. The source quarry must be operating in compliance with the conditions of their own national permit and good international standards. Supervision Consultant to approve source quarries prior to purchases agreements being signed. To prevent inter-island spread of GAS, stockpile sites for imported and local aggregates which are transhipped through Honiara will be decontaminated and a biosecurity perimeter will be maintained at the Honiara stockpile site in conjunction with the SIG Biosecurity department, following the system developed by MID for their road aggregate stockpile site. The contractor will be required to present specific management plans for the sea and land transportation of these materials from the origin to the project site, especially the landing facility. These plans will be approved by the Supervision Consultant.				
Solid waste generation		Solid Wastes Management Plan (SWMP) to be completed following requirements of ESMP. SWMP will be included as an appendix to the CESMP for clearance by the Supervision Consultant/PST/WB. At all times, the Contractor is responsible for the safe and sound disposal of all solid waste generated by the Works. Solid waste includes:	North Road and East Road	Minimal (part of standard design and construction practices)	Contractor	Supervision Consultant

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		- General waste (i.e. office type waste, household waste (from any workers camps), lightweight packaging materials). - Recyclable waste (i.e. certain plastics, metals, rubber etc. that can be recycled). - Organic biodegradable waste (i.e. waste that will decay / break down in a reasonable amount of time, such as green waste, food waste). - Inorganic non-recyclable waste (i.e. waste that cannot decompose / break down and which cannot be recycled). - Hazardous waste (i.e. asbestos, waste oil etc.) No hazardouswastes will be disposed of on Malaita and will instead be exported to a permitted landfill site which can accommodate the project waste. The Honiara City Council should be consulted on their capacity to receive the hazardous wastes. The Ranadi Landfill operated by Honiara City Council (HCC) Environmental Health Division is located on the island of Guadalcanal. The landfill has a drainage system along with settling and digestion ponds to capture leachate. - General waste (including only small quantities of lightweight packaging waste) can be disposed of at Honiara, subject to HCC approval. In addition to this and with the approval of the Supervision Engineer: - Organic biodegradable waste may be deposited in designated dumping areas in reasonable quantities. - Recyclable waste may be supplied to a local receiver licensed to process such waste. The SWMP shall describe solid waste streams generated by the works and detail the approved disposal methods along with permissions. At all times, the Contractor is responsible for solid waste generated by the Works in accordance with the Environmental Health Act and in accordance with the Solomon Islands Waste Management and Pollution Control Strategy 2017-2026.				

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		The Contractor will develop a SWMP following the guidelines provided in Appendix C of this ESMP which also adheres to the SIG Environmental Health Act. As a minimum the SWMP will make provisions for the following: • Describe the solid waste streams generated by the works along with estimated quantities. • Develop a plan for safe storage and handling of waste stored on the project site as per the stipulations in this ESMP. • Identify approved service providers for collection and disposal of waste and stipulate conditions of carriage. • Detail the approved disposal methods along with appropriate permissions. • . • Contractor shall contact HCC to determine whether any quantities of the projects hazardous waste materials generated by the project are suitable to be handled at the Ranadi Landfill and obtain any permissions necessary. • Recyclable waste may be supplied to a local receiver licensed to process such waste. • Contractor to identify shipping route and licensed disposal facilities for all exported waste. • Contractor to identify any export permits or conditions for export of waste. • Identify those persons responsible for implementing and monitoring the SWMP. Though least expected for these projects, any waste which cannot be safely and correctly disposed of in the SI is to be disposed of OFFSHORE in permitted or licensed facilities. It is the Contractor's responsibility to obtain all necessary permissions for transport and safe disposal of hazardous waste from the project site in a legally designated hazardous waste management site within the country or in another country, and to ensure compliance with all relevant laws. Evidence will need to be supplied to the Supervision Engineer of proper disposal of waste at the final location.				

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		The export of any hazardous waste must be in compliance with the Basel and Waigani Conventions and any relevant laws enacted by source and the recipient countries. Disused material may be generated in the form of surplus aggregates or surplus materials from excavations. Most of the clean fill material can either be used to backfill areas where old equipment or infrastructure has been removed or as a resource for general use by MID and the community. Clean fill materials which are not able to be reused within the timeframe of the project implementation shall be transported to a location approved by the MID to be stored for future use by the Ministry. This location shall also be subject to approval by the Supervision Engineer. Unless otherwise instructed by the Supervision consultant, other surplus materials not needed during the defects liability period shall be removed from the site and the country.				
Hazardous substances		Where possible fuel shall be obtained from local commercially available sources. Prior arrangement regarding quantity and type will need to be organised by the contractor. All fuel to be stored in self-bunded containers In all project locations, fuel should only be stored in self bunded containers within designated areas that are designed to store and facilitate operations associated with it (e.g. re-fueling). Bunded areas (secondary containment) must contain the larger of 110% of the largest tank or 25% of the combined volumes in areas with a total storage volume equal or greater than 1,000 L. Bunded areas are to be impervious (water tight), constructed from chemically resistant material, and be sheltered from the rain as rain water allowed to collect within the bund could be contaminated if there is any hazardous substance residue on storage containers or spilt product within the bund. The contractor will compile a Spill Prevention and Response Plan (SPRP) and workers trained on its implementation. The SPRP should include details on the use of spill kits and absorbent items to prevent spills entering the receiving sensitive environment (ground, surface water). This SPRP should be	North Road and East Road	Minimal (part of mobilisation and construction planning)	Contractors/Supervi sion consultant	SIRAP2 PST

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		applicable to all SIRAP2 project works areas. A SPRP should be in place for both the construction phase and operational phase. Bitumen will be stored at the construction laydown area. Contractor to identify suitable site and construct a hardstand and bunded storage areas. These areas will be at least 100m inland from the coast. Any empty bitumen drums will be removed offshore and either returned to supplier or disposed of in a legally approved facility outside Solomon Islands. It is the Contractor's responsibility to ensure that these are stored in accordance with the ESMP and applicable rules and regulations and that all persons who may come in contact with such hazardous substances and materials are adequately protected from unnecessary exposure. The export of any hazardous waste must be in compliance with the Basel and Waigani Conventions and any relevant laws enacted by source and the recipient countries. For any clean fill material generated, it either be used to backfill areas where old equipment or infrastructure has been removed or as a resource (e.g. crushed asphalt and base course material (only small quantity will be sourced from Honiara)) for general by MID and the community. Clean fill materials which are not able to be reused within the timeframe of the project implementation shall be transported to a location approved by the Public Works Department to be stored for future use by the Ministry. This location shall also be subject to approval by the Supervision Consultant. These materials shall be removed from the site area and safely disposed of in compliance with any local requirements at the Employer's nominated disposal site(s) and/or disposed of at the Contractor's quarry site(s), before the start of the defects liability period. Unless otherwise instructed by the Supervision consultant, other surplus materials not needed during the defects liability period shall be removed by the contractor from the site.				

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
	Where possible fuel shall be obtained from local commercially available sources. Prior arrangement regarding quantity and type will need to be organised by the contractor. All fuel to be stored in self-bunded containers as primary control, and bunded areas as secondary control.				
Importation of equipment and materials	All imported vehicles, equipment, materials and machinery will be inspected by Biosecurity Solomon Islands on arrival. In cases where equipment already in other parts of the country, the contractor will also require conducting a Biosecurity clearance from the departing port and again at the arrival port. Trained officers from the Biosecurity Solomon Islands under the Ministry of Agriculture and Livestock have their office in every provincial capital of the country. For this project, contractor will have to conduct biosecurity clearance of all the equipment/machines in Honiara and in Auki. The Contractor is to arrange for their vehicles and machinery to be thoroughly cleaned of all contamination prior to shipping (e.g. soil, rocks, plant material, seeds, etc). Items shipped inside containers must also have the inside of the container thoroughly cleaned of all previous cargo residues, including dunnage. Obtain import permits and quarantine certification prior to export from country of origin. Certificate of fumigation and verification of source (as per national requirements) to be submitted to Quarantine Inspectors and approved by the Supervision Engineer prior to delivery to site. For imported aggregates and import permit will be required and the conditions of this permit may include the following fumigation requirements as a minimum: <i>Fumigation with methyl bromide at normal atmospheric pressure at a rate of 48g/m³ for 24 hours at 21°C or above, within 21 days of shipment;</i> <i>OR</i>	North Road and East Road	Minimal (part of mobilisation and construction planning)	Contractor	Supervision Consultant/SIRAP 2-PST

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		<i>Fumigation with sulphuryl fluoride (Vikane) at normal atmospheric pressure at a rate of 64 g/m3 for 16 hours at 21°C or above, within 21 days of shipment.</i> Prior to imported items being delivered to site the Supervision Engineer shall confirm that all necessary biosecurity documentation and clearances have been provided. The contractor will be required to present specific management plans for the sea and land transportation of these materials from the origin to the project site, especially the landing facility. These plans will be approved by the Supervision Engineer Any locally supplied aggregates for this project will need to be sourced from an area which is known to be free of GAS. Or, a stringent biosecurity check has to be conducted at the port of exit and port of entry.				
Community grievances		With the lead from the contractor CLO, public consultations and awareness will be conducted at a regular interval with full involvement of SIRAP2 CLO, and supervision consultant safeguard specialist to ensure that the public are fully aware of the works. Ideally, consultation should include all aspects of the project covering road works site, affected assets, temporary access and detours, environmental and social monitoring, and community health and safety.. Consultation shall include raising awareness of the project GRM, process of raising and resolving grievances and how it will be managed. In all instances, consultations will be designed to ensure free, prior and informed consent of the affected communities and parties with the aim to maintain the broad community support for the project which has been demonstrated to date. The contractor CLO and E&S team will be responsible for recording, verifying grievances, and do follow with the affected parties to closed off the case. The E&S team will report all the grievances to the supervision consultant, who then report to SIRAP2-PST to enter in a GRM Register. The CAC also has a key role in resolving community grievances. The contractor will establish a CAC committee at the project site. The composition and the	North Road and East Road	Minimal (part of mobilisation and construction planning)	Supervision Consultant/Contract or	SIRAP2 PST CLO/NSSS

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
	role of CAC is outlined under section 10 of the SIRAP2- AF Stakeholder Engagement Plan.				
Local business grievances	Ensure that local businesses/roadside vendors and are included in the public consultation and disclosure communication process. Regular communication should be made with affected parties to ensure that they are fully aware of the proposed program of works and how to complain and how complaints will be managed. The contractor will ensure the affected local businesses are not severely affected by the project. Any affected business will have to be addressed according to SIRAP2-AF Resettlement Action Plan and to be compensated for his business loss accordingly as outlined under section 7.1. For business if affected by the project, a compensation of affected assets/structure plus business loss will be paid to the affected owner, with the evidence provided for net profit loss for up to 3 months. The compensation support will be completed prior to commencing work on the impacted road corridors. The CAC also has a key role in resolving community grievances. The contractor will establish a CAC committee at the project site. The composition and the role of CAC is outlined under section 10 of the SIRAP2- AF Stakeholder Engagement Plan.	North Road and East Road	Minimal (part of mobilisation and construction planning)	Contractor/MID	Supervision Consultant/SIRAP 2- PST
CONSTRUCTION STAGE					
Traffic (vehicle and pedestrian) and construction safety	The Contractor will prepare and issue a site-specific Traffic Management Plan (TMP) prior to commencing physical works on site to address traffic-related issues related to the project. This TMP should be in accordance with Traffic Control during construction and should form an annex to the Contractors ESMP. The Contractor shall: - Implement the TMP to ensure smooth traffic flow and safety for workers, passing vehicles and pedestrian traffic. - Where appropriate, employ flag operators on the road to prevent traffic congestions and accidents. The workers will be equipped with relevant safety signs/equipment and training.	North Road and East Road	Safety equipment included in construction cost	Contractor	Supervision Consultant

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		The TMP should prohibit the use of engine breaking close to and through communities and inhabited areas, it should also regulate the working hours for the haul trucks. The TMP should include traffic control measures for nighttime works. Special care must be taken when construction works reach any school nearby. Coordination with school representatives must occur for safe passage of students and parents through a construction area. May include restricted work hours, reduced speeds and detours. Contractor to report on adherence to speed limits and use of haulage routes in monthly reports. Any noncompliance of speed limit, especially in the sensitive receptors (communities and schools) will have to reported as per the SIRAP2-AF Labour Management procedure - noncompliance and penalties will be issued to the driver/operator for repeated violations.				
Site Safety		Restrict access to the construction zone through warning signs, temporary gates, fencing or other construction zone demarcation at all entry points, including Contractor Laydown site. Demarcate all excavations of 2.0m depth or greater and side slopes in excess of 2:1 (horizontal to vertical) through construction fence, rope or other means that clearly defines the hazard. Maintain and demarcate a 5.0m setback from the top of the bank using signs, construction flags, or other visual warning to prevent machinery, vehicles and people from accidentally falling into the river channel. Ensure use of PPE and consider providing for on-site storage of workers allocated PPE.	North Road and East Road	Included as the provisional sum in the bill of quantity	Contractor	Supervision Consultant SIRAP2 PST
Human Trafficking		During the implementation phase of the SIRAP2 works on Malaita, it will be critical for the SIRAP2 PST (through the NSSS, NESO, and CLO) to work with local NGOs, private firm (FinnOC), Civil Society Organisations and Government departments to undertake a gap assessment of the current social safety net framework that is in place on Malaita. This framework should be assessed in comparison to the Honiara framework where capacity, funding and connectivity is stronger than in Malaita.	North Road and East Road	SIRAP2- AFs	SIRAP2 PST	WB

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		The results of the gap assessment will be shared with all relevant stakeholders. In addition to the gap assessment, the SIRAP2 PST will work with the MID and other relevant ministries and NGOs, FinnOC to provide stakeholders and communities on Malaita with the SIRAP2 prevention of GBV, HT and SEA training to help raise awareness within communities and within enforcement organisations.				
Soil erosion		All erosion and sediment controls will be Contractors responsibility to maintain an effective working order, including reconfiguring drainage lines as required during the construction process to ensure dirty water is directed into sediment controls at all times. Reuse of the water collected in sediment ponds or basins for dust suppression and roadworks is preferred over release into the environment. Where water is being stored for dust suppression, the required design capacity of the basins shall be available. Sediment basins and other sediment controls shall be operated and maintained in a manner that minimises the risk of environmental harm. The design capacity of the upper settling volume shall be made available within 120 hours of the most recent rainfall event which causes runoff. The sediment storage zone shall be maintained at all times with the accumulated sediment removed in a manner that does not allow the sediment to be conveyed into a watercourse or offsite. Where coagulants or flocculants are used to treat stormwater, they must not cause harm to the receiving waters or environment. Before the natural surface is disturbed on a section of the works, the Contractor shall submit an Erosion and Sediment Control Plan (ESCP). Excavations should be kept to a manageable size to reduce the time of exposure. Any stockpiles will need to be on an impermeable geotextile or hardstand and runoff directed to permeable land. Stockpiles of any fine grain materials (e.g. sand and topsoil) must be covered to prevent dust and sediment laden runoff during rain events. Discharges from any activity at any location are prohibited from discharging directly to the marine and coastal environment. Clean runoff should be	North Road and East Road	Minimal (part of standard construction practice)	Construction Contractors	Supervision Consultant

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		diverted inland for percolation to underlying groundwater, and potentially contaminated runoff should be collected and treated. Treatment will be dependent on the type of potential contamination (e.g. oil water separator for runoff contaminated with hydrocarbons or settling pond or tank for sediment laden runoff). River water quality monitoring (including suspended sediments) will be undertaken when required at the construction site and will be the Contractors responsibility. The Supervision Consultant ensures that the Contractor undertake waterquality monitoring at a quarterly basis over the duration of the project. The supervision consultant and the contractor will also conduct baseline monitoring before, the project resume construction at site. The monitoring sites will include the laydown area, camp and other sites susceptible to contamination from construction activities. The Contractor shall maintain all erosion and sediment controls in effective working order using the ESCP including: • Minimise time and size of ground disturbing activities to workable size at any one time. Ensure sediment traps are in place prior to works commencing. Vegetation to be removed manually, strictly no use of herbicides/ pesticides. • Division bunding or other similar methods to be used for large areas of vegetation clearance and around excavations. • Keep construction vehicles on defined tracks. • Re-vegetate disturbed areas that are not being paved as soon as practicable (loosen ground; apply topsoil; seed or plant as necessary). • All earthworks must be undertaken with the intent to reduce/prevent soil erosion of any exposed surface and be constructed according to a phasing plan which requires re-vegetation before moving on to the next stage. • Minimize the number of stockpiles area, and a number of time stockpiles are exposed, place all minimum 30m from areas prone to flooding, and construct a swale (minimum 450 x 450 mm)				

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		between stockpiles and adjacent properties to retain sediment in the construction zone. - Slopes greater than 2:1 (stockpiles, excavation pits, temporary cut/fill, and final landscape form) must be fitted with appropriate erosion control measures as soon as possible. - Where possible, all earthworks to be undertaken during the dry season or when the weather conditions are favourable. - Install silt traps in all temporary and permanent drains where work is occurring in or within 30m of such drain. - All run-off from the construction site, including camps and laydown areas shall be collected and diverted to facilities for removal of sediments, i.e. silt ponds. - Runoff from project area shall not be discharged into an adjacent water bodies, including the sea without effective means to prevent sedimentation.				
Natural Cyclones Landslips	Disasters Earthquakes	If a cyclone strikes, within 24 hours, construction must cease, any loose boulders, construction materials secured or removed from near rivers and other water courses, all stockpiles of loose aggregate or soil, and any potential contaminant must be covered and or removed, and any temporary fencing or safety equipment likely to be in the flooding zone must be removed. Compact and protect all stockpiles and excavation pits throughout the construction period. Stabilize any steep slope (greater than 2:1 horizontal to vertical) with erosion control measures. Contractor will compile an emergency procedure and contingency Plan (EPCP) to provide response protocols and procedures in any event of a natural disaster, such as cyclone, flooding, fire, tsunami and such. This Emergency plan will be annexed to the Contractors ESMP. The EPCP will list the types of natural disasters, emergency response and resources, communication tools, and emergency kits. During the construction phase, the Contractor Safety officer, with the support of the E&S team will be required to conduct Emergency drills and awareness. The contractor will also mark a designated	North Road and East Road	Minimal (part of standard construction practice)	Contractor	Supervision Consultant

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
	open space outside of the camp and laydown area to be used as Assembly Point in response to any emergency case. Any incident observed at site will have to be reported by the contractor within 24 hours as per the SIRAP2- AF LMP.				
Vegetation Clearance	For any vegetation clearance: The Contractor will limit any areas to be cleared to the minimum workable area. Any significant vegetation (crop trees, important shade trees, boundary marker species, etc) will be identified prior to any clearance and appropriate compensation as per the SIRAP2-AF RAP or avoidance measures will be secured (consultations facilitated by the National Senior Safeguards Specialists and CLO) prior to establishment of laydown and storage sites. 100m buffer zone established around water courses and coastline. Contractor's machinery operators will be inducted to understand operation boundaries. Cleared vegetative material to be disposed of by communities for fuel wood. All topsoil (minimum 150mm depth) must be stripped and stockpiled and re-applied to revegetated areas. Final grading must re-construct the original landscape shape and grade at edges of the construction zone. Trees and vegetation stockpiled for decomposition must be in appropriate locations that will not disrupt access roads, drainage patterns of the surrounding landscape, and or removed and disposed of at an approved site. Where logs and firewood are desired by villagers, contractor must remove branches and assist villages in transporting logs to appropriate locations as part of its goodwill support to the local owners and the community. The contractor to informed communities ahead of time on the actual vegetations that need to be removed.	North Road and East Road	Minimal (part of standard construction practice)	Contractor	Supervision Consultant and National Senior Safeguard Specialist

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
Waste disposal	Contractor will have to identify a disposal area for biodegradable wastes at the respective project site. The Ranadi Landfill operated by Honiara City Council (HCC) Environmental Health Division is located on the island of Guadalcanal. The landfill has a drainage system along with settling and digestion ponds to capture leachate. - General waste (including only small quantities of lightweight packaging waste) can be disposed of at Honiara, subject to HCC approval. In addition to this and with the approval of the Supervision Consultant: - Organic biodegradable waste may be deposited in designated dumping areas in reasonable quantities. - Recyclable waste may be supplied to a local receiver licensed to process such waste. The Contractor shall prepare and Implement approved SWMP. The plan: - Ensure all construction waste material is re-used, recycled, returned to the supplier, or packed up for transport to an approved disposal site or out of country depending on accepted waste streams at each facility. - Ensure areas for waste collection, recycling and off-site disposal are clearly marked/sign posted. Segregate waste to avoid cross contamination, such as with contaminated material (hazardous substance). - Require the contractor to install waste collection facilities at construction lay down area to allow for collection and packing of waste. Strictly no dumping of rubbish. Include awareness training in general environmental training. - Prohibit the disposal of solid wastes into drainage ditches and public areas. - Prohibit the burning of construction and domestica wastes. - Ensure that workers are provided with a sanitary system to prevent fouling of surrounding soils. Sanitary system must be of sufficient size for the number of workers and must take into account the disposal situation at the local landfill. If access to existing facilities is not available, workers must be provided with a sanitary system to prevent fouling of surrounding soils.	North Road and East Road	Minimal (part of standard construction practice)	Contractors	Supervision Consultant/PST/MID

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		- All hazardous waste is to be disposed of offshore in permitted or licensed facilities. It is the Contractor's responsibility to obtain all necessary permissions for transport and safe disposal of hazardous waste from the project site in a legally designated hazardous waste management site within the country or another country, and to ensure compliance with all relevant laws. Evidence will need to be supplied to the Supervision Engineer of proper disposal of waste at the final location. - With the approval of the Supervision consultant, organic biodegradable waste may be deposited in designated dumping areas. - Organic biodegradable waste may be deposited in designated dumping areas in reasonable quantities at the identified site. - The contractor CLO will assist the contractor in identifying a suitable site for waste disposal at the project site, and ensure the landowning groups of the area are consulted for that purpose. Any waste which cannot be safely and correctly disposed of in the SI is to be disposed of OFFSHORE in permitted or licensed facilities. It is the Contractor's responsibility to obtain all necessary permissions for transport and safe disposal of hazardous waste from the project site in a legally designated hazardous waste management site within the country or in another country, and to ensure compliance with all relevant laws. Evidence will need to be supplied to the Supervision Engineer of proper disposal of waste at the final location. The export of any hazardous waste must be in compliance with the Basel and Waigani Conventions and any relevant laws enacted by source and the recipient countries. Disused material may be generated in the form of surplus aggregates or surplus materials from excavations. Most of the clean fill material can either be used to backfill areas where old equipment or infrastructure has been removed or as a resource for general use by MID and the community. Clean fill materials which are not able to be reused within the timeframe of the project implementation shall be transported to a location approved by the				

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		MID to be stored for future use by the Ministry. This location shall also be subject to approval by the Supervision Engineer. Unless otherwise instructed by the Supervision consultant, other surplus materials not needed during the defects liability period shall be removed from the site and the country. The Contractor is responsible for the collection and treatment of the septic waste. Temporary toilets and disposal or treatment of wastewater will need to be in accordance with the ECD and MID advice (for example construction and training in use of composting toilet facilities).				
Water and soil pollution		Treatment and disposal of all Contractor generated sanitation wastewater is in accordance with ECD and approved by Supervision Consultant. Hydrocarbons (lubricants/fuel) shall be collected and recycled or disposed of according to SIG regulations (incinerated or removed from site). All areas intended for the storage of hazardous materials will be quarantined and provided with adequate facilities to combat emergency situations. Spill response kits available at all locations where fuel is stored. SPRP training completed for all construction workers. Ensure availability of spill clean-up materials (e.g. absorbent pads, etc.) specially designed for petroleum products and other hazardous substances where such materials are being stored. Spillage, if any, will be immediately cleared with utmost caution to leave no traces. Precautions should be in place to prevent wastewater and hazardous substances / materials entering the environment (e.g. fuel spillage, wastewater containing fire retardant during firefighting), however should an incident occur, the Contractor must have a SPRP must be in place. The plan should include details on the use of spill kits and absorbent items to prevent spills entering the receiving sensitive environment (ground, surface water). This plan should be applicable to all SIRAP2 project works areas (quarries, and transport routes). A SPRP should be in place for both the construction phase and operational phase.	North Road and East Road	Minimal (part of standard construction practice)	Contractors	Supervision Consultant & ECD

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		Zones for preliminary accumulation of waste should be designated in areas that will cause no damage to the vegetation cover or leach into groundwater or surface water (e.g. within construction lay down area on hard surface). Contractor to identify a designated area for machinery refuelling and to be undertaken at least 20m from any watercourse. Heavy machinery shall not be used during a period of heavy rain or when the ground is waterlogged Excavations are bunded to prevent ingress of water runoff and clean water diversion (e.g. sand bags, clay bund, or shallow trenches) are used to direct overland flow away from active work and storage areas. Soakage pits should not be installed directly into a shallow aquifer. Control overland drainage to prevent channelling and sediment transport by diverting flows away from exposed areas. Sediment laden runoff from excavations or stockpiles must be directed to a settling area or collected for dust suppression provided the runoff is not contaminated with any chemicals (e.g. fuel). Wastewater from wash down areas is to be collected either in a settlement pond or tank to allow sediment and particulate matter to drop out (or processed through a filtration system) before the water can be reused as wash water, dust suppression or in other processes. Regular cleaning of access points to prevent dirt build-up on roads. Discharge of oil contaminated water shall be prohibited. Discharges of treated wash water are to occur to land only, at least 500m from any bore used for potable water at a rate not exceeding 20mm/day or the infiltration rate of the ground (i.e. no ponding or runoff). Contractor to identify a separate washdown area for machinery or material with oil or fuel residue and treated through an oil water separator. Concrete production should only take place when there is no rain forecast. Sand bags or diversion drains must be used to divert runoff from concrete cutting or setting areas.				

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
	Concrete production is to be equipped with settlement tanks/ponds for treatment of slurry and process water. Treatment shall include settling of suspended solids and decreasing the pH of the water. Waste concrete should be allowed to harden before reuse as clean fill. Set any concrete waste and then dispose of as clean fill or crush for reuse. All equipment used in concrete production must be cleaned in designated wash down areas in the construction laydown area, away from surface water, in a bunded impermeable area and shall not be allowed to permeate to ground. Wastewater from concrete cutting, washing equipment or production must be collected and treated (settling and neutralisation through pH adjustment). In sections along the river or coastal area, earth and stone should be properly disposed of so as not to block rivers as this could result in adverse impact on water quality.				
Groundwater and surface water	Aquifers discovered during excavation must be suitably protected from contamination using erosion control and stormwater management techniques in the National Building Code. Depth of soil over bedrock must be adequate to eliminate negative impacts on groundwater for road, bridge and slope stabilization construction. Minimise risk to groundwater and surrounding soil by developing a Spill Prevention and Response Plan and provide training to all contract workers on how to implement the Spill Prevention and Response Management Plan. Precautions should be in place to prevent wastewater and hazardous substances or materials entering the environment (e.g. fuel spillage, wastewater containing fire retardant during firefighting), The Spill Prevention and Response Management Plan should include factors associated with both the construction and operational phases and should be available at all SIRAP2 locations. Mitigation measures will be implemented to divert stormwater from the construction site away.	North Road and East Road	Minimal (part of standard construction practice)	Contractors	Supervision Consultant

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
Generation of dust	To manage dust, the contract will provide cover for dump trucks transporting construction materials. Any vehicle which is overloaded (exceed designed load limit) or is not covered properly shall be refused entry to the construction lay down area or material shall be refused delivery (if not to the construction lay down area). Cover or wet down stockpiles containing fine material (e.g. sand and topsoil) when not actively being used. Wetting of stockpiles is allowed but due to freshwater constraints should be kept to a minimum. All machinery and equipment shall be well maintained and in good working order All surfaces should be constructed to their final design solution as quickly as practicable. Keep work areas clean with regular sweeping. Only small areas should be cleared of vegetation at any one time and re-vegetation should occur as soon as practicable. The revegetation of affected areas will be outlined in the Site Decommission and Restoration Plan that will be compiled by the contractor as part of its CESMP. Dust masks and personnel protective equipment must be available for workers during dust generating activities along the road corridors. Manage speed of transportation trucks on unsealed roads, particularly when passing through settlements, schools, clinics etc All construction areas and access roads will be sprinkled with water, on a regular basis, particularly during dry, windy conditions. Sources of water will be detailed in the CESMP. Ensure watering of access road adjacent to residential areas and other sensitive receptors such as schools and clinics during dry periods. Water soil stockpiles or otherwise cover them to limit the spread of air-borne dust particles and dust. Minimize heavy machinery usage and idling.	North Road and East Road (particular focus on identified sensitive social receptors – schools, churches, health centres, market stalls)	Minimal (part of standard construction practice)	Supervision consultant /Contractor	Supervision Consultant

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		Ensure vehicles and machinery are fitted with appropriate emission control equipment to avoid air pollution and release of toxic substances.				
Noise and disturbances	vibration	Minimise nuisance from noise, especially closer to residential areas and sensitive receptors, through establishment and communication to affected parties of working hours and avoid increase of noise and number of work equipment at outside of advertised hours. Advertise working hours at the site entrance. If required, crushing plant for aggregates will be located away from residences and communities. Measures will be implemented to ensure any dust generated will be screened by natural vegetation and/or landforms to act as a noise barrier. If possible, use noise barriers / screens or mounds to shield sensitive receptors from aggregate processing. No works to be undertaken at night or on a Sunday. Regularly check and maintain machinery, equipment and vehicle conditions to ensure appropriate use of mufflers, etc. Workers in the vicinity of sources of high noise shall wear necessary protection gear rated for the situation they are being used. Contractor CLO will be in consultation with Communities to inform them of any change in works and process for loading complaints. Contractor to have signage to outline complaints procedure (GRM) and contact details of recipient of complaints (e.g. village, phone number, physical address and email (if have one)). The WB/IFC EHS Guidelines²² Section 1.7 – Noise Management at the aggregate processing plant shall be applied. Noise impacts should not exceed the levels at the closest residential or other sensitive social receptors for one hour LAeq of 55 dBA between the hours of 0700-2200 or 45 dBA outside of these hours for night works, or result in a maximum increase in background noise levels of 3dB at the nearest receptor location off site.	North Road and East Road All locations (particularly close to identified sensitive receptors)	Minimal (part of standard construction practice)	Contractor	Supervision Consultant, SIRAP2 PST & MID

²² International Finance Corporation, Environmental Health and Safety Guidelines, General Guidelines: Noise Management

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		The Contractor will implement measures to manage noise and vibrations in accordance with WB/IFC EHS Guidelines as a key element of and Annex to its CESMP. Project activities must be conducted during normal workings and working days. If activities must be conducted in the evening and/or weekend, the local communities must be informed one week prior of start and completion times. Maintain as much tree cover as possible between the construction zone and residential buildings. Operators of noisy equipment or other workers in the vicinity of excessively noisy equipment to be provided with ear protection equipment. Any construction equipment deemed too noisy by PST/MID shall be replaced.				
Accident risks/Impacts on traffic safety		In compliance with national regulations, the Contractor will implement a Traffic Management Plan (TMP) and ensure that the construction site is properly secured, and construction-related traffic regulated. This includes but is not limited to: Signposting, warning signs, speed controls, barriers and traffic diversions: the site will be clearly visible, and the public warned of all potential hazards. Traffic management system and staff training, especially for site access and near-site heavy traffic. Provision of safe passages and crossings for pedestrians where construction traffic interferes. Communication to the public through a public consultation and notice boards regarding the scope and schedule of construction as well as certain construction activities causing disruptions and access restrictions. Arrange necessary measures for pedestrian and passer-by safety and all means of transportation safety (e.g. establish protection zones, by-pass these areas during transportation of materials, etc.) Relevant safety elements such as guardrails, barricades, road signs and delineators, pavement markings, barricades and beams, warning lights shall be installed. In some cases, a flag operator or traffic marshals would be engaged around the specific work site.	North Road and East Road	Safety equipment included in construction cost Minimal (part of standard construction practice)	Contractor	Supervision Consultant

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		Contractor to report on adherence to speed limits and use of haulage routes in monthly reports. Conduct road safety audit prior to completion of construction to ensure road safety designs properly implemented. Conduct thorough prestart safety checks for all vehicles and equipment to identify potential hazards or defects Maintain up to date service and maintenance logs for each vehicle and piece of equipment Only permit the use of equipment and vehicles that are suitable for their intended purpose. Ensure that all drivers and operators of designated vehicles and equipment are properly trained and competent for the tasks. Operators must hold correct class of licence for the equipment or vehicle intend to use Complete risk assessments and safe work method statements for all tasks involving heavy vehicles and equipment. Any noncompliance or traffic incidents will have to be reported within 24 hours by the contractor as highlighted under Section 10 of the SIRAP2-AF Labour Management procedure.				
Chance find of objects and loss of archaeological artefacts or sites		In the event of the discovery of an item as defined above, the finding must be registered and the information shall be handed over to The Museum of Solomon Islands (under the Ministry of Culture and Tourism) who will advise on how they shall monitor the construction works. Work to stop in specific location of unearthed artefacts or site. Fence the area to limit access and notify SIRAP2 PST and Supervision Consultant immediately for instruction to proceed. Chance Find procedure for discovery of UXO to be followed as per ESMP Appendix H. Contractor must immediately stop work and clear the work site of all personnel. The discovery must immediately be reported to the	North Road and East Road	No marginal cost	Contractor	MID/ Supervision Consultant/SIRAP 2-PST

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
	Supervision Consultant, MID and the Royal Solomon Islands Police Force (RSIPF).				
Landscape degradation	The contractor is required to submit a Site Decommissioning and Restoration Plan in the CESMP. The Decommissioning and Restoration Plan should be submitted to the Supervision Consultant and PST for their review and approval no less than 6 weeks before the completion of work. The plan will describe all activities with regard to site restoration and landscaping in areas such as borrow pits, quarries, camps, crushing plants, etc. to ensure that the activities are done to an appropriate and acceptable standard. The sites must be restored to at least the same condition and standard that existed prior to commencement of works. The plan will be approved by the Supervision consultant and PST. Restoration of quarry sites to be completed in accordance with ESMP and Quarry Management Plan (QMP). Construction materials will be sourced commercially and use of wood from natural forests will not be permitted. Contractor to include provision for construction lay down area rehabilitation following the completion of the construction phase. . Restoration of landscape after completion of rehabilitation works; restore the vegetation cover in accordance with the surrounding landscape and any required design (e.g. grass land or shrubs). Use endemic plant species characteristic for the landscape in the course of restoration of the vegetation cover. Should the removal of mature trees be necessary for operational safety, ensure all appropriate measures and permissions are sought from landowning groups and tribes before removal of trees. Photographs will be taken for the laydown and stockpiling sites prior to establishment and provided to Supervision consultant. Photos will be used as	North Road and East Road	Minimal (part of standard construction practice)	Contractor	SIRAP2 PST/ Supervision Consultant / ECD

POTENTIAL NEGATIVE IMPACT	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
	a guide during restoration and post-restoration photographs are required to be submitted to the Supervision Consultant. Land disturbed during construction must be revegetated and graded/constructed as quickly as possible to prevent soil erosion. Any final steep slopes should be finished using bioengineering techniques. Drainage patterns before construction must be restored – if modified, there must be no increase or decrease in drainage patterns that could negatively impact adjacent forested / farmed areas.				
Hazardous substances and safety and pollution	Hazardous substances and materials may be specified and used in construction. It is the Contractor's responsibility to ensure that these are stored in accordance with the ESMP and applicable rules and regulations and that all persons who may come in contact with such hazardous substances and materials are adequately protected from unnecessary exposure. Store and handle hazardous substances self-bunded tanks or drums. With the Supervision Consultant's permission may alternatively be store in bunded, hard stand or designated areas only. Bunded areas to drain to an oil water separator which will need to be constructed or a mobile proprietary unit imported specifically for use on the SIRAP2. Bunds to contain 110% of total volume required to be stored or 25% of total volume if total volume is over 1,000 L. Provide hazard specific personnel protective equipment to workers directly involved in handling hazardous substances (e.g. chemical or heat-resistant clothing, gloves). Complete list, including Material safety data sheets (MSDS) for each hazardous substances stored or used shall be accessible at all times. Signage to be posted in storage areas identifying all chemicals present. Precautions should be in place to prevent wastewater and hazardous substances / materials entering the environment (e.g. fuel spillage, wastewater containing fire retardant during firefighting), however should an incident occur, the Contractors SPRP must be in place. The plan should include details on the use of spill kits and absorbent items to prevent spills	North Road and East Road. All locations (particularly near the identified environmental receptors: rivers)	Safety equipment included in construction cost Minimal (part of standard construction practice)	Contractors	Supervision Consultant

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		entering the receiving sensitive environment (ground, surface water). This plan should be applicable to all SIRAP2 project works areas. A spill response plan should be in place for both the construction phase and operational phase. The response plan should include details on the use of spill kits and absorbent items to prevent spills from entering the receiving sensitive environment (ground, surface water). This Spill Prevention and Response Management Plan should be applicable to all SIRAP2 project works areas (sealed roads for sealing, laydown, quarries, and transport routes). A Spill Prevention and Response Management Plan should be in place for both the construction phase and the operational phase. Spill kits and training of use to be provided to all workers during toolbox meetings. Spill kits to contain PPE for the spill clean-up (e.g. appropriate gloves [nitrile] and overalls), material to contain the spill and absorbent pads, and a heavy-duty rubbish bag to collect absorbent pads or material. Waste oil to be collected and removed abroad to an approved facility (for disposal or cleaning) at completion of works. Minimize fuels and chemicals stored on-site and Contractor to have a spill management plan that ensures the protection of groundwater and the river channel. Sites where pollutants or hazardous materials are stored or used must be confined to a designated area or protected according to the National Building Code of Solomon Islands. Adopt effective stormwater management techniques to ensure there is no possibility of groundwater or river channel contamination.				
Loss of biodiversity		If during the course of construction work, particularly vegetation clearance and soil excavations for the camps and laydown areas, permit have to be requested from the Ministry of Environment (ECD) (for the specific location and notify SIRAP2 PST for instruction to proceed. The contractor through the supervision consultant and the PST must liaise with the Environment and Conservation Division based in Auki should any encountered that affects construction activities for the road works.	North Road and East Road	No marginal cost	Contractor	Supervision Consultant/ SIRAP2 PST / ECD

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		All recognized natural habitats and protected areas in the immediate vicinity of the camp and laydown areas will not be damaged or exploited, all staff will be strictly prohibited from hunting, foraging, logging or other damaging activities. For large trees in the vicinity of the activity, either mark and cordon off with a fence large tress and protect the root system and avoid any damage to the trees. Of if have to be removed, the valuation process under Section 7 of RAP will be considered in consultations with the landowning groups. Any open water drain discharging to the marine environment and river system, measures will be put in place to manage direct run-off, with appropriate erosion and sediment controls include but not limited to bunds, sediment ponds, silt fences etc. There will be no unlicensed borrow pits, quarries or waste dumps in adjacent areas. Ensure the full payment of compensation for lost crops and assets to rightful owners.				
Health and safety		Fully implement OHS requirements in Section 6.2.2 and approved Contractor OHS Plan following the guidelines in Appendix C. Have safety officer with suitable qualifications and experience available at all times during construction. The supervision consultant will request the contractor to provide the updated Curriculum Vitae (CV) of the key workers including E&S officer, CLO, safety officer, and SEAH officer for approval purposes. Ensure all workers have undergone suitable induction training on OHS with regular training over course of project. The Safety officer and E&S supervisor will facilitate the training with the support from supervision consultant and PST. The potential risks related to the health and safety is itemised under Section 6.1 of the SIRAP2- AF LMP. Prepare site specific safety plans specifying responsibilities and authorities. Health and safety documentation to include all areas of the project (e.g.	North Road and East Road	Included as provisional sum in the bill of quantity	Contractor	Supervision Consultant / SIRAP2 PST

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		quarries and transport routes). Ensure all occupational health and safety requirements are in place on construction sites and in work camps. Construction lay down area and Workers' camp to be fenced to prevent access by unauthorised personnel. First aid training to be provided as required to site workers with basic first aid services to be provided by Contractor e.g. stretcher, vehicle transport to hospital. First aid kits to be available at active construction sites, camps and laydown areas in the unlikely event of an incident occurring. Provide education on basic hygiene practices to minimize spread of diseases. Increase workers' HIV/AIDS and sexually transmitted disease (STD) awareness, including information on methods of transmission and protection measures. Prohibit usage of drugs and alcohol on construction sites and undertake regular alcohol testing. Install sufficient lights at camp, laydown areas and other active construction sites, and also for workers working in the night and cautionary signs in hazardous areas. Enhance safety and inspection procedures. Ensure use of PPE (and replacement of worn out PPEs) and consider providing for on-site storage of workers allocated PPE. All workers are required to undergo the COVID-19 screening before the recruitment process. Where necessary, if a worker has been tested positive or have been in contact with a positive COVID-19 case, the worker will be required to undergo the 14-day quarantine isolation period.				
Construction Camps/Contractor		The Contractor is required to provide its own camp facilities to accommodate its workers in accordance with the WB ESF- ESS2.	Construction Camp/office site locations on the	Minimal (part of standard construction practice)	Contractor	Supervision Consultant MID

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
Laydown Area/Workers Camp – Design		The Contractor shall prepare a Workers’ Camp Management Plan which prescribes minimum requirements in order to ensure that the operational of workers’ camp will not cause any harmful effect to the environment and to the surrounding communities. Throughout the construction and operation of workers camp, the Contractor will be fully responsible for carrying out the job in compliance with the WB ESF. Furthermore, the Contractor shall comply with the requirements outlined in ESMP. The Workers’ Camp (Contractor Laydown Areas): • Must be constructed on a solid surface and located to not cause disturbance to adjacent land and landowners. • Must not be located within floodplains, coastal hazard, and landslip prone areas, and shall have a minimal adverse environmental effect. Must have the minimum requirements regarding facilities and maintenance.	North Road and East Road			
Damage to assets and infrastructure		Maintain high standard of site supervision and vehicle and plant operation to reduce risks of damage to water, power and telecommunication lines. Prepare procedures for rapid notification to the responsible authority (MID and service providers). As a result of SIRAP2 construction activities any damage to assets or infrastructure (including public roads) must be reported to the PST, who then reported to MID and rectified at the expense of the Contractors. Any non-land assets that will be affected by the project road alignment will involve compensation at a replacement cost as highlighted under section 6.3 and 7 of the Resettlement Action Plan (RAP), and MID to meet the cost of the compensation on behalf of the PST. For any affected assets, Supervision consultant and PST will request a independent valuer from the ministry of Lands, Housing and Survey to value the assets and report to MID. Any assets impacted as a result of contractor’s workers camp, quarry sites and laydown areas will be compensated by the contractor.	North Road and East Road. All locations (particularly identified sensitive receptors for road side tree plantations, coconut and cocoa plantations and encroachment areas)	Dependent on asset/ infrastructure and level of damage	Contractor	Supervision Consultant / SIRAP2 PST/MID

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		Provide assistance with reinstatement, in the event of any disruption. Accidental damage to community assets including crop trees or agricultural will be compensated (facilitated by CLO) by the Contractor under the national valuation guidelines.				
Community engagement and grievances		Implement the Stakeholder Engagement Plan (for the SIRAP2-AF from this ESMP. The CAC also plays an important role in bridging the relationship between contractor and the communities. The roles of the CAC are outlined under section 2 of the SIRAP2-AF SEP. In all instances, consultations will be designed to ensure free, prior and informed consent of the affected communities with the aim to maintain the broad community support for the project which has been demonstrated to date. Maintain a grievance response mechanism at the SIRAP2 project website. Supervision consultant and the Contractor will ensure that public consultations and disclosure communication is completed at regular intervals to ensure that the public are fully aware of the SIRAP2 project program of activities and the GRM process. Consultation should include all aspects of the project including the road works, laydown areas, landing areas, quarries and transport routes. Contractor will recruit a qualified and an experienced CLO to assist in developing relationships with quarry owners. SIRAP2 CLO based in Auki will be the Contractors key facilitator for all consultations. Signage should be used in public areas around the SIRAP2 project sites advising the complaints procedure and contact details of key project individuals responsible for responding to issues raised. Project Community Advisory Committees (CACs) that comprises of key community members including chiefs, pastors/ priest, teachers, youth leaders, resource owners etc) that work on a voluntary basis to inform communities on certain issues but also help in resolving complaints and grievances where applicable. CAC will work with Contractor and convened	North Road and East Road	Minimal (part of standard construction practice)	SIRAP2 National Senior Safeguards Specialist/CLO Supervision Consultant Contractor	SIRAP2 PST Supervision Consultant & SIRAP2 National Senior Safeguard Specialists

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
		meetings at a monthly basis and the contractor to meet the expense of the meetings, including transport, food and resources required for the meetings. The CAC committee will be established with the key role to play in resolving community grievances and the contractor will arrange for monthly CAC meetings to provide update on the issues and to get the community views and support. The roles and responsibilities of the CAC is outlined under section 2 and 3 of the SIRAP2-AF SEP.				
Local business grievances		Ensure that local businesses are included in the public consultation and disclosure communication process throughout the construction phase. CLO is responsible for regular communication with affected parties to ensure that they are fully aware of the proposed schedule of works and the GRM procedures. The CAC committee to be set up by the contractor with support from the supervision consultant and PST have a key role to play in resolving grievances and the contractor will arrange for monthly CAC meetings to provide update on the issues and also to get the community views. The roles and responsibilities of the CAC is outlined under section 2 and 3 of the SIRAP2-AF SEP. Grievance Boxes will be installed the Workers' camp entrance and also at other public areas to inform the public of the mechanism of addressing complaints. Signage should be used in public areas around the vicinity of works advising the complaints procedure and contact details of key project individuals responsible for responding to issues raised.	North Road and East Road	Minimal (part of standard construction practice)	Contractor/Supervision Consultant Contractor	SIRAP2 PST Supervision Consultant

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
OPERATION STAGE						
Road Safety and Integrity		Ongoing program by MID to raise awareness of road and pedestrian safety through encouraging safe driving and safe use of roads by pedestrians. Ongoing awareness of meaning of road signages and penalties for breaking them. Monitor roads to ensure that illegal road humps or trenching across roadways as illegal means to slow down traffic are constructed. Ensure highway markings, lanes, pedestrian-only, and any other pavement markings continue to be visible. Ensure pedestrian separation from vehicles is clearly indicated along the road. Ensure ongoing awareness with utilities on their development plans or works along the roads. Ongoing communication with communities on the terms of the roads act 1967 to avoid road encroachments,	North Road and East Road	Additional to Project Costs/MID	MID Malaita Office and MID Safeguards	MID HQ
Human Trafficking		The SIRAP2 Project should also consider additional funding to develop institutional capacity within the safety net organisations. This capacity building will follow on from the work carried out on the Pacific Aviation Investment Program, specifically within the Solomon Islands Roads and Aviation Project.	North Road and East Road	Additional to Project Costs	SIG	MID HQ
Soil Erosion		Inspect steep slopes (horizontal to vertical) or greater to ensure erosion control techniques set out in the National Building Code are performing as expected.	North Road and East Road	No marginal cost (standard operating procedure)	MID Malaita Office	MID HQ

POTENTIAL IMPACT	NEGATIVE	ENVIRONMENTAL AND SOCIAL MITIGATION MEASURES	IMPLEMENTING LOCATION	ESTIMATED MITIGATION COSTS ²¹	EXECUTING AGENCY	SUPERVISING AGENCY
Construction Camp/Contractor Laydown Areas		Construction camps must be removed when construction is complete, and the land restored to its pre-construction condition. The activities will be detailed in the contractors CESMP- Decommissioning and Restoration Plan.	North Road and East Road. Construction Camp/Contractor Laydown Areas/office site locations	No marginal cost (standard operating procedure)	Contractor	Supervision Consultant/SIRAP 2-PST
Drainage Maintenance		Ensure drains are cleared of sediment and detritus build up on a regular basis and after significant rain events Ensure that vegetation are cleared from drains	Drainage along resealed section	Additional to Project Costs	MID Malaita Office	MID HQ

6.2 Supplementary Management Processes

6.2.1 Land Tenure, Access and Acquisition

Most land (86%) in Solomon Islands is still held under customary tenure, where every member of a landholding entity, such as a tribal, clan or family, is vested with the rights to use and access it. Non-owners usually have limited rights, such as the right of use, easement or right of way. There is no system that allows for customary land to be surveyed and registered; it is often very difficult for outsiders to identify land boundaries and to identify who 'owns' the customary land.

The Commissioner of Lands has the power to administer public lands and allocate interests to others. Once land is registered, the estate title owner has indefeasibility, except for overriding public interests or when the High Court issues an order to set aside the registration because of fraud or mistake. Under the Land and Titles Act 2014, the Commissioner of Lands discretionary power can only be exercised subject to directions of the Land Board.

Under the MID CPIU Safeguards Procedures Manual for National Transport Plan (NTP)²³ projects in the Solomon Islands, approved procedures for land access, easement and acquisition have already been established following consultation with stakeholders and communities. While these procedures are directly applicable to the SIRAP2 Malaita road works, for any permanent land acquisition the WB OP4.12 would also apply. This process viewed through the OP4.12 lens should be implemented for the Project as they are already approved by and familiar to the communities:

Laydown sites and stockpile sites: for these activities, there is no land acquisition; the project requires only temporary access into lands. This land is used to park equipment and to position construction materials such as gravel. The procedure for these lands is as follows:

1. The NSSS and CLO identifies the landowners, the boundaries of their properties, and non-land assets which can be affected by the project. The NSSS and CLO produce a scoping report which lists the owners, marks out the boundaries of the land in a sketch map and lists down non-land assets which may be removed during civil works.
2. The communities are consulted (by the CLO) to seek agreement on the scoping report and to verify that correct landowners and boundaries have been identified.
3. MID and customary landowners sign a MID approved Memorandum of Understanding (MOU) for voluntary land access with no cash compensation. This is usually done before mobilization of the Contractor.

Construction Material: for this activity, there is no land acquisition; the project requires only temporary access into lands. The procedure for these lands is as follows:

1. The NSSS and CLO identifies the landowners, the boundaries of their properties, and non-land assets which can be affected by the project. The NSSS and CLO produce a scoping report which lists the owners, marks out the boundaries of the land in a sketch map and lists down non-land assets which may be removed during civil works.
2. The communities are consulted (by the CLO) to seek agreement on the scoping report and to verify that correct landowners and boundaries have been identified.
3. Contractor (with support from CLO) enters negotiations with the landowners for access to materials.

²³ Ministry of Infrastructure Development Safeguards Procedures Manual

4. Contractor and customary landowners sign a MID-approved Memorandum of Understanding (MOU).

Resettlement Action Plan: Project activities may require permanent land access, and in these cases a Resettlement Action Plan (RAP) is required. For land resettlement, the following procedures apply:

1. The NSSS and CLO undertake scoping to gather information on the land subject to acquisition: its physical attributes (boundary areas and use), the fixed assets on it, its ownership, and any issues or disputes that may make land acquisition difficult. The information gathered is the same as for the laydown sites; however, they also identify potential risks which can make land acquisition difficult.
2. The Project safeguards team discloses the project information during a community consultation/meeting.
3. The Project safeguards team commences the establishment of a CAC with a broad selection of community representatives.
4. The NSSS and CLO produce a scoping report that identifies impacts and the needed studies and instruments to address these impacts. The outputs of the scoping exercise are a scoping report and the outline for the preparation of a RAP.
5. An assessment of the Resettlement plan impacts is undertaken in line with ESS5 and seeks to identify the positive and negative social impacts of the project, including resettlement. The results of the resettlement impact assessment are incorporated into the RAP. Besides impact identification and analysis, the assessment of LAR impacts elaborates on measures to: (i) enhance positive impacts such as measures to promote equitable access to project by different affected people; and (ii) mitigate negative impacts. An assessment of resettlement impacts consists of the following:
 - a. Demographic and socio-economic study of affected persons
 - b. Ethnic and inter-generational relations (where applicable)
 - c. Poverty and vulnerability analysis of Aps
 - d. LAR and other social impacts
 - e. Gender analysis of Aps
 - f. Accessibility analysis (where applicable)
 - g. Institutional analysis of organisations which are involved in implementing mitigation and enhancement measures on resettlement plan.

LAR planning identifies measures to avoid, minimize, offset or compensate the negative impacts of LAR and to improve, or at least restore, the standard of living and livelihood of affected persons to pre-project levels. Assessment of resettlement impacts and the resettlement planning use quantitative and qualitative methods of research. Examples of the first are surveys and census. Qualitative studies include community meetings, focus group discussions, key informant interviews, and participant observation. The output of the NSSS and CLO resettlement studies is the RAP (see Appendix F) which incorporates the results of resettlement impacts.

6. The draft RAP is submitted by the NSSS and CLO to the PST for review by WB Social Safeguard Specialists for endorsement. The RAP is revised, finalized and approved.
7. The draft and final RAP is disclosed in a timely manner, in an accessible place and a form and language understandable to the affected persons and other stakeholders. The CLO facilitates the disclosure of the RAP in the project location.
8. With the CAC, the NSSS and CLO consults with the landowners on accessing or acquiring the land. The option of granting an easement on the land through a MOA is presented to and

discussed with the landowners. In the case of customary landowners, the tribal representatives or leaders are asked to discuss with their members, document the proceedings, and decide. They are also advised to seek legal counsel. Unlike the MOU, the MOA is legally binding as it will go through the review and approval of the Attorney General's Office (AGO) before taking effect.

9. If the landowners do not agree with the grant of easement through MOA, the PST coordinates with the Commissioner of Lands (COL) to initiate land acquisition through the modified land acquisition process developed by the MID (Appendix G) under Division B, Part V of the Lands and Titles Act.
10. During the detailed design phase, the land to be acquired is surveyed, physical markers are installed, geotagged and marked on the cadastral map or the detailed design drawings.
11. After the physical survey of the land, the CLO tags and photographs the affected assets and identifies their owners. An inventory of losses (IOL) report is generated. Annual crops are allowed to be grown and harvested prior to the start of civil works.
12. Valuation of the non-land assets are undertaken by a private appraiser engaged by the PST. If the non-land assets are small in number, the PST may undertake valuation using the latest schedules of the Valuer-General and the Ministry of Agriculture and Livestock Development.
13. A census is conducted among the Aps. For customary land, which can have hundreds or even thousands of families as members, a survey is done instead. The census also identifies who have principal and secondary rights to the affected land. The census results are incorporated into the updated RAP. The census is done to identify those who are eligible for entitlements and the vulnerable among them. Vulnerable groups consist of poor and female headed households, widows, the elderly, persons with disabilities, and children.
14. The end of the census is the cut-off date. The safeguards team, the CAC, and the detailed design consultant publicize the cut-off date in the project site. Any person who sets up a structure for whatever purpose or introduces improvements with the exception of annual crops after the cut-off date is ineligible for compensation.
15. The LAR budget is updated to reflect the current prices of the affected non-land assets and the land purchase or rental price agreed upon by the COL and the customary landowners.
16. The updated RAP goes through another round of review and approval. With the assistance of the WB Social Safeguard Specialist reviews these documents. When the updated RAP is found satisfactory, MID accepts and discloses the RAP.

Negotiations continue during this stage, and if successfully concluded, the MID enters into a MOA with the different landowners. The MOA is signed by the landowners, the MPU manager, and a third party. The MID submits the MOA to the AGO for review and concurrence. The MOA is brought to a notary who will enter into the legal record, thereby making it legally binding on the parties in agreement.

6.2.2 Occupational Health and Safety

During construction and operation health and safety is to be managed through a Site Specific OHS Plan (to be developed by the contractors using the guidelines attached to this ESMP in Appendix C) and application of international environmental and health and safety (EHS) standards (WB/IFC EHS Guidelines). The Contractors health and safety documentation should incorporate all aspects of the project including the airport site, quarries and transport routes.

Civil works shall not commence until the Supervision Consultant has approved the OHS plan, the Safety Officer is mobilized and on site on full time basis, and staff have undergone induction training.

The following are the contractual requirements for OHS as stipulated in the bidding documents:

Health and Safety: Funding for Occupational Health and Safety (OHS) training and activities is provided in the bill-of-quantity as a provisional sum. The Contractor's costs shall be financed from this on proof of record (e.g., time sheets, material invoices, etc.) for the following:

- Recruitment of providers for the delivery of HIV/AIDS education training.
- Recruitment of providers for delivery of Sexual Exploitation and Abuse (SEA) training to encompass gender-based violence (GBV) and human trafficking, and sexual abuse and exploitation.
- Expenses related to HIV/AIDS, GBV, human trafficking and SEA training
- Provision of a Safety Officer when acting in the role of Safety Officer
- Personal Protective Equipment (PPE) for all workers on the site, and visitors as appropriate
- Safety signage, safety literature, HIV/AIDS literature, condoms, voluntary counselling and testing, GBV literature, SEA, literature etc.
- Alcohol testing of staff to enforce a zero-alcohol tolerance policy
- Labor costs for attending: (i) dedicated safety training such as working at heights, confined space training, first aid training etc.; (ii) HIV/AIDS education training; (iii) GBV training; and, (iv) SEA training. The contractor shall make staff available for initial training of 1.5 days, and a total of at least 0.5 days per month for other such formal trainings.

For the purposes of the project, in addition to the national OHS standards the employer is adopting guidelines for occupational health and safety based on good international industry practice. To be qualified for bidding contractors will be required to have in place an occupational health and safety management system which is compliant with, or equivalent to, OHSAS 18000 (<http://certificationeurope.com/ohsas-18000-health-safety-l-standards/>) and is acceptable to the client. The contractor shall specify which occupational health and safety standards are to be applicable to the project, and provide evidence of application of such standards on a project of similar size and complexity during the past 5 years. The standards to be adopted may include those of Australia, Canada, New Zealand, the EU and the US, which are referred to in the World Bank Group EHS Guidelines.'

Civil works shall not commence until the Supervision Consultant has approved the OHS plan, the Safety Officer is mobilized and on site on a full-time basis, and staff have undergone induction training, which includes signing of GBV Codes of Conduct.

The Contractor shall at all times take all reasonable precautions to maintain the health and safety of the Contractor's Personnel. In collaboration with local health authorities, the Contractor shall ensure First Aid trained personnel is available at site on full time basis and the first aid facilities and sick bays are available at all times at the Site, including having a site vehicle available at all times that can be used to transport Contractor's and Employer's Personnel to medical facilities. The Contractor shall ensure that suitable arrangements are made for all necessary welfare and hygiene requirements and for the prevention of epidemics.

The Contractor shall appoint full time certified Safety Officer at site, with qualifications acceptable to the Supervision Consultant, responsible for maintaining safety and protection against accidents. This person shall have the authority to issue instructions and take protective measures to prevent accidents. Throughout the execution of the Works, the Contractor shall provide whatever is required by the Safety Officer to exercise this responsibility and authority.

The Contractor shall post in clearly accessible places information on how to transport injured Contractor's and Employer's Personnel to medical facilities, including the precise location and contact details of such medical facilities, name and contact details of the site designated Safety Officer. No injured personnel shall be transported without the Contractor first seeking medical assistance and advise, or unless the injured person is already being assisted by a certified first aid trainer.

The Contractor shall ensure that all workers on the site have appropriate PPE of an appropriate standard including: (i) impact resistant safety eyewear; (ii) safety footwear with steel toe, sole and heel; (iii) high visibility clothing; (iv) long sleeves and long pants suitable for operating environment; (v) safety helmet with provision of sun protection as necessary; (vi) gloves (carried and worn when manual handling); (vii) hearing protection when working in close proximity to noisy equipment and in all underground environments. For site visitors, the above equipment will be supplied as appropriate based on assessed risks and depending on number of visitors and where they will be on [site. See http://tinyurl.com/nzta-ppe-requirements](http://tinyurl.com/nzta-ppe-requirements) for additional information.

The Contractor shall send to the Supervision Consultant, details of any accident as soon as practicable after its occurrence.

Within 5 working days of the end of the calendar month, the Contractor will be required to report to the Supervision Consultant on their performance with the following OHS indicators:

- Number of fatal injuries (resulting in the loss of life of someone associated with the project or the public)
- Number of notifiable injuries (an incident which requires notification of a statutory authority under health and safety legislation or the contractor's health and safety management system)
- Number of lost time injuries (an injury or illness certified by a medical practitioner that results in absence of work for at least one scheduled day or shift, following the day or shift when the accident occurred)
- Number of medical treatment injuries (the management and care of a patient to effect medical treatment or combat disease and disorder, excluding: (i) visits solely for the purposes of observation or counselling; (ii) diagnostic procedures (e.g. x-rays, blood tests); or, (iii) first aid treatments as described below)
- Number of first aid injuries (minor treatments administered by a nurse or a trained first aid attendant)
- Number of recordable strikes of services (contact with an above-ground or below-ground service resulting in damage or potential damage to the service)
- Lost Time Injury Frequency Rate (the number of allowed lost time injury and illness claims per 100 full-time equivalent workers for the injury year specified)
- Total Recorded Frequency Rate (the number of recordable injuries [recordable/lost time/fatal] per 100 full-time equivalent workers for the injury year specified)

The monthly reports shall also include:

- Number of alcohol tests
- Proportion of positive alcohol tests
- Number of site health and safety audits conducted by contractor
- Number of safety briefings and GBV briefings
- Number of near misses

- Number of traffic management inspections
- Number of sub-contractor reviews
- Number of stop work actions
- Number of positive reinforcements
- For each fatality, injury or near-miss incident, the Contractor shall provide a corrective action report within the monthly report detailing steps taken to ensure risks of a repeat incident are minimized.

6.2.3 Gender Based Violence, Human Trafficking, Sexual Exploitation, Abuse & Harassment

Table 5 shows the activities that will be undertaken on the SIRAP2 project to address Gender Based Violence (GBV). This is based on the World Bank's August 2018 Draft 'Good Practice Note: Recommendations for Addressing GBV in Investment Project Financing involving Major Civil Works'.

As required in the bid documents, the Contractor will implement the SIRAP2 Codes of Conduct (CoC) and Action Plan to Prevent GBV, Human Trafficking, as well as Sexual Exploitation, Abuse and Harassment (SEAH) (Appendix D). The CoC aim to prevent and/or mitigate the risks of GBV, Human Trafficking, and SEAH within the context of SIRAP2. These CoC are to be adopted by the civil works contractors, as well as supervision consultants.

The Supervision Consultant shall provide to the Contractor a list of approved service providers, which shall include recognised NGOs and others for conducting training on GBV. From the provided list, the Contractor shall enter into agreement with one service provider to undertake the GBV IEC campaign. The cost of the campaign shall be funded by the Contractor from the provisional sum provided in the bill of quantities. The contractor shall make staff available for a total of at least 0.5 days per month for formal trainings, including GBV.

Table 14: Actions to Address GBV Risks

When	Action to Address GBV Risks	Timing for Action	Who is Responsible for Action	Ongoing Risk Management
Identification/ Appraisal	Sensitize the Implementing Agency (IA) as to the importance of addressing GBV on the project, and the mechanisms that will be implemented.	• Preparation. • Implementation.	• Task Team.	• Task team to monitor and provide additional guidance as necessary.
	The project's social assessment to include assessment of the underlying GBV risks and social situation, using the GBV risk assessment tool to provide guidance and keeping to safety and ethical considerations related to GBV data collection. No prevalence data or baseline data should be collected as part of risk assessments.	• Preparation. • Implementation (before civil works commence). • PCN and QER/Decision Review (GBV Risk Assessment Tool).	- IA for social assessment and ESMP. - Contractor for C-ESMP. • Task Team for GBV Risk Assessment Tool.	• Ongoing review during implementation support missions. • Update project ESMP and Contractor's ESMP (C-ESMP) if risk situation changes.
	Map out GBV prevention and response actors in project adjoining communities. ²⁴ This should incorporate an assessment of the capabilities of the service providers to provide quality survivor centered services including GBV case management, acting as a victim advocate, providing referral services to link to other services not provided by the organization itself.	• Preparation • Implementation	• IA	• Update mapping as appropriate
	Have GBV risks adequately reflected in all safeguards instruments (i.e., Project ESMP, C-ESMP)—particularly as part of the assessment in the ESA. Include the GBV mapping in these instruments.	• Preparation • Implementation (before civil works commence).	• IA for social assessment and ESMP. • Contractor for C-ESMP.	• Ongoing review during implementation support missions. - Update project ESMP and Contractor's ESMP (C-ESMP) if risk situation changes.
	Develop a GBV Action plan including the Accountability and Response Framework as part of the ESMP. The contractor/consultant's response to these requirements will be required to be reflected in their C-ESMP.	• Preparation • Implementation (before civil works commence)	• IA	• Ongoing review during implementation

²⁴ A mapping exercise of GBV prevention and response actors should ideally be undertaken at a country level and shared with all project teams.

When	Action to Address GBV Risks	Timing for Action	Who is Responsible for Action	Ongoing Risk Management
	Review the IA's capacity to prevent and respond to GBV as part of Safeguard Preparation .	• Preparation. • Implementation.	• Task Team	• Ongoing review during implementation support missions. - Update project ESMP if risk situation changes.
	As part of the project's stakeholder consultations, those affected by the project should be properly informed of GBV risks and project activities to get their feedback on project design and safeguard issues. Consultations need to engage with a variety of stakeholders (political, cultural or religious leaders, health teams, local councils, social workers, women's organizations and groups working with children) and should occur at the start and continuously throughout the implementation of the project.	• Consultations need to be continuous throughout the project cycle, not just during preparation.	• IA.	• Monitoring of implementation of Stakeholder Engagement Plan. • Ongoing consultations, particularly when C-ESMP is updated.
	The SIRAP2-AF Stakeholder Engagement Plan of the project, which will be implemented over the life of the project to keep the local communities and other stakeholders informed about the project's activities, to specifically address GBV related issues.	• Consultations need to be continuous throughout the project cycle, not just during preparation.	• IA.	• Monitoring of implementation of Stakeholder Engagement Plan. • Ongoing consultations, particularly when C-ESMP is updated.
	Make certain the availability of an effective grievance redress mechanism (GRM) with multiple channels to initiate a complaint. It should have specific procedures for GBV including confidential reporting with safe and ethical documenting of GBV cases. Parallel GRM outside of the project GRM may be warranted for substantial to high risk situations.	Prior to contractor mobilizing.	IA, but discussed and agreed upon with the Task Team.	Ongoing monitoring and reporting on GRM to verify it is working as intended.
	Projects which do not use loan/credit/grant proceeds to hire GBV service providers at the start of project implementation encourage Borrowers include an escalation clause in the Environmental & Social Commitment Plan (ESCP) should GBV risks become apparent over the course of the project implementation.	Preparation.	Task Team.	Task Team.

When	Action to Address GBV Risks	Timing for Action	Who is Responsible for Action	Ongoing Risk Management
Procurement	Clearly define the GBV requirements and expectations in the bid documents .	Procurement.	IA.	Review by Task Team.
	Based on the project's needs, the Bank's Standard Procurement Documents (SPDs), and the IA's policies and goals, define the requirements to be included in the bidding documents for a CoC which addresses GBV .	Procurement.	IA.	Review by Task Team.
	For National Competitive Bidding (NCB) procurement , consider integrating the ICB SPD requirements for addressing GBV risks.	Procurement.	IA.	IA with review by Task Team.
	The procurement documents should set out clearly how adequate GBV costs will be paid for in the contract. This could be, for example, by including: (i) line items in bill of quantities for clearly defined GBV activities (such as preparation of relevant plans) or (ii) specified provisional sums for activities that cannot be defined in advance (such as for implementation of relevant plan/s, engaging GBV service providers, if necessary)	Procurement.	IA.	Review by Task Team.
	Clearly explain and define the requirements of the bidders CoC to bidders before submission of the bids.	Procurement.	IA.	Review by Task Team.
	Evaluate the contractor's GBV response proposal in the C-ESMP and confirm prior to finalizing the contract the contractor's ability to meet the project's GBV requirements.	Procurement.	IA.	Review by Task Team.
Implementation	Review C-ESMP to verify that appropriate mitigation actions are included.	• Implementation.	• IA.	• Review by IA. • Review by Task Team.
	Review that the GRM receives and processes complaints to ensure that the protocols are being followed in a timely manner, referring complaints to an established mechanism to review and address GBV complaints.	• Implementation.	• Task Team. • IA	• Ongoing reporting. • Monitoring of complaints and their resolution.

When	Action to Address GBV Risks	Timing for Action	Who is Responsible for Action	Ongoing Risk Management
	Codes of Conduct signed and understood • Ensure requirements in CoCs are clearly understood by those signing. • Have CoCs signed by all those with a physical presence at the project site. • Train project-related staff on the behavior obligations under the CoCs. • Disseminate CoCs (including visual illustrations) and discuss with employees and surrounding communities.	• Initiated prior to contractor mobilization and continued during implementation.	Contractor, Consultant, IA.	• Review of GBV risks during project supervision (e.g., Mid-term Review) to assess any changes in risk. • Supervision consultant reporting that CoCs are signed and that workers have been trained and understand their obligations.²⁵ • Monitoring of GRM for GBV complaints. • Discussion at public consultations.
	Have project workers and local community undergo training on SEA and SH.	• Implementation.	• IA, Contractors, Consultants	• Ongoing reporting.
	Undertake regular M&E of progress on GBV activities, including reassessment of risks as appropriate.	• Implementation.	• IA, Contractors, Consultants.	• Monitoring of GRM. • Ongoing reporting.
	Implement appropriate project-level activities to reduce GBV risks prior to civil works commencing such as: • Have separate, safe and easily accessible facilities for women and men working on the site. Locker rooms and/or latrines should be located in separate areas, well-lit and include the ability to be locked from the inside. • Visibly display signs around the project site (if applicable) that signal to workers and the community that the project site is an area where GBV is prohibited. • As appropriate, public spaces around the project grounds should be well-lit.	• Prior to works commencing.	Contractor/ Supervision Consultant • Task Team.	• Ongoing reporting. • Reviews during implementation support missions.

²⁵ Civil works supervision consultant's monthly reports should confirm all persons with physical presence at the project site have signed a CoC and been trained.

6.2.4 COVID-19

A guidance for World Bank Projects for COVID-19 states that to prioritize and look after the well-being of their employees, and to monitor and follow local and national health authority guidance. All SIRAP2 works will consider the COVID-19 global pandemic protection measures and will follow the WBG guidance note on Covid-19²⁶ in conjunction with national health authority guidelines for all parties involved during the project phase. The Guideline provides information on COVID-19 symptoms, use of face coverings, COVID-19 testing, social distancing etc. The WBG guideline should be utilised in conjunction with the national health guidelines on COVID-19.

6.3 Contractors ESMP

The Contractor is required to prepare a Contractor's Environmental and Social Management Plan (CESMP) for the Works, which shall be in line with this ESMP and the technical specifications of the bid documents. The Contractor shall not commence any Permanent Works under the Contract prior to receipt in writing from the Engineer that the CESMP has been reviewed and approved by the Client and the World Bank. The approved CESMP shall become an integral part of the Contract Document.

The CESMP will be the Contractors guiding document for the implementation of this ESMP. During works the CESMP will be reviewed and approved based on the requirements of the ESMP and will be their management plan for the practical implementation of these requirements. The CESMP will contain the contractor's methodology and plan for adhering to their safeguard requirements. Additionally, the CESMP will detail how the Contractor plans to resource their team with personnel and financial resources as per the Contract. The Contractor will include sufficient provision in their Bill of Materials (BOM) to ensure that the CESMP can be developed, implemented, and monitored by their Safeguard Specialist. As this role will be key personnel within the bid document, the Contractor is obliged to ensure that their BOM item is sufficient for this person to carry out their duties as required in this ESMP and the contract.

The CESMP and associated sub management plans will be developed, approved, and disclosed before the commencement of civil works. The bid documents will require that the CESMP be developed by the Contractors Safeguard Specialist and after internal review and approval, it will be subject to approval from the Supervision Consultant who will coordinate a review with the PST Safeguard Specialists. Once the CESMP has been approved, it will be disclosed by the Contractor and the PST using the same methods as required for the ESMP disclosure.

The CESMP must use the below listed items to be consistent with, and respond to, the ESMP and bid document; the conditions of permits and approvals from the relevant ministry departments. The document should reflect contemporary good practice; be balanced, objective and concise; and be written in a way that is easily understood by other parties. All commitments must be specific and auditable with measurable outcomes and clear timeframes. The CESMP must cover all activities within the project's area of influence. The area of influence includes the active worksites, laydown areas, construction camps, haul routes, production facilities (concrete, asphalt etc.) and materials sources.

DECLARATION AND DOCUMENT VERSION CONTROL: person accepting responsibility for the environmental management plan – signed declaration; the document version control should be a simple system that ensures that details of all key changes to the document over time are properly recorded.

²⁶ <http://pubdocs.worldbank.org/en/324831581700447537/COVID-19-Guidance-for-Contractors-CO-Final.pdf>

PROJECT DESCRIPTION: The CESMP should provide a summary of the project as this provides context for the plan. The location of all works should be summarized with a clear definition of the works' area of influence. Basic and relevant information on the environment at these locations should be summarised from the ESMF included as this helps provide the environmental context to which the CESMP applies. A schedule of intended commencement and completion dates should be provided. Projects undertaken in stages should identify each stage in the schedule.

OBJECTIVES: The environmental outcomes of the plan should be defined. These should be tailored to the environmental issues outlined in the CESMP.

ENVIRONMENTAL MANAGEMENT ROLES AND RESPONSIBILITIES: The CESMP should define the roles and responsibilities of personnel in charge of the environmental management of the project to reflect the requirements in the ESMF. The roles and responsibilities of each relevant position should be documented, including the responsibilities of subcontractors. The names of the responsible personnel do not need to be included. Identification of the position titles, roles and responsibilities is sufficient. If the roles and responsibilities are expected to change over time the long-term variations should also be documented.

REPORTING: The description of reporting requirements should include: a list of required reports including where appropriate monitoring, environmental incidents, non-compliance, corrective action and auditing; a description of the standard report content; the schedule or triggers for preparing a report; who the report is provided to; and document control procedures.

ENVIRONMENTAL SAFEGUARDS TRAINING: All people involved with the project should receive relevant environmental training to ensure they understand their responsibilities when implementing the CESMP. People to be trained include those at the site/s of all project activities and operations, including contractors, subcontractors and visitors. The training should be tailored to the role of the individual in the project. The CESMP will include a list of the training needed and the plan for undertaking this training. The CESMP will also identify the resources to conduct this training (internal/external).

EMERGENCY CONTACTS AND PROCEDURES: The CESMP should identify the key emergency contacts responsible for managing environmental emergencies associated with the project and their contact details. These personnel should have the power to stop and direct works so that they can manage emergencies effectively. In addition, the plan should establish procedures for managing environmental emergencies and ensure that those procedures are implemented and maintained.

POTENTIAL ENVIRONMENTAL AND SOCIAL IMPACTS: The potential impacts section of the CESMP should include a tabulated summary of any relevant information previously provided the ESMF, it should also identify the km marker/chainage of the identified (and any additional) sensitive receptors. Impacts from relevant stages of the contractor works should be defined in this section and should reflect the relevant conditions of approval.

MANAGEMENT MEASURES: The CESMP should clearly state how the potential impacts of the works will be specifically managed based on the content of the ESMF and the measures that the contractor will undertake to implement these mitigations. The CESMP will propose management measures on the

issues identified and will identify the cost involved and the party responsible for the management measures.

MONITORING PLAN: The CESMP must detail how the CESMP will be monitored and shall include a weekly monitoring checklist. An example monitoring checklist is provided in Appendix B as a guide. The monitoring plan will include: what is to be monitored, how it will be monitored, the parameters (standards) that it will be monitored against, who will monitor, where will be monitored and the cost of the monitoring plan.

AUDIT AND REVIEW: *Environmental auditing:* The environmental management plan should include the schedule or triggers for auditing the implementation and effectiveness of the plan. It should address both internal and external audit requirements including who is responsible for undertaking the audits and reporting the results. *CESMP review:* The CESMP should specify the schedule or triggers for reviews of the plan.

CESMP PREPARATION AND IMPLEMENTATION: The CESMP must ensure that the person taking the action takes full responsibility for the content and commitments contained in the plan. The CESMP must be prepared and implemented by a qualified environmental practitioner (Environmental Representative) with at least 10 years-experience. Field audits of CESMP implementation must be undertaken on at least a monthly basis by the Environmental Representative with associated audit reports certified and submitted to the Engineer.

CESMP COMPLIANCE: Identify the internal procedure that the Contractor will follow when a non-compliance has been identified during the daily monitoring. Procedure will include notification responsibilities, rectification timeframe and reporting obligations. Procedure will also cover the process the Contractor will follow when non-compliances are reported by the Supervision Consultant. Procedure will also identify how the Contractor will action any disciplinary or training requirements following the non-compliance.

CESMP REVIEW AND AMENDMENT: The CESMP must be reviewed, updated and resubmitted to the Engineer for approval in response to an anticipated change of circumstances before any changes are permitted at the work sites. These circumstances include substantial design changes with environmental or social implications, changes to specific approved plans, new activities not contemplated in the Project ESMP, or additions to the Project's area of influence. No changes will be made to the Project or the project areas until it has either been confirmed by the Supervision Consultant that an update to the CESMP is not needed, or the update has been made and approved by the Supervision Consultant. The CESMP must also be updated where it is deemed that the mitigation measures are not adequate to mitigate the environmental and social risks.

CESMP MANAGEMENT SUB-PLANS: The Contractor must provide all sub-plans required in the ESMP as annexes to the CESMP.

6.3.1 CESMP required Sub Plans

The Contractor is required to produce the following management plans as part of their CESMP. These management plans are referred to throughout the ESMP. In addition to these management plans being a requirement for the CESMP, they will also be required as part of the tendering process to demonstrate that the Contractor has started to consider these environmental and social impacts and has the capacity within their team to plan their safeguard management strategies.

List of Management Plans required for the Road works in Malaita is in **Error! Reference source not found..**

Table 15: Management Plans, timeframes and approvals

No	Name	Completion Date	Prepared by	Implemented by	Reviewed and approved by	Monitored by
Preparation Phase Plans						
P1	Occupational Health and safety Plan	Before Contractor Mobilisation to Site	Contractor	Contractor	MID/WB/SIRAP2/SC	Supervision Consultant
P2	Workers Camp Management Plan	Before Contractor Mobilisation to Site	Contractor	Contractor	MID/WB/SIRAP2/SC	Supervision Consultant
P3	Traffic Management Plan	Before Contractor Mobilisation to Site	Contractor	Contractor	MID/WB/SIRAP2/SC	Supervision Consultant
P4	Solid Waste Management's Plan	Before Contractor Mobilisation to Site	Contractor	Contractor	MID/WB/SIRAP2/SC	Supervision Consultant
P5	Spill Prevention and Response Plan	Before Contractor Mobilisation to Site	Contractor	Contractor	MID/WB/SIRAP2/SC	Supervision Consultant
P5	Emergency Response and Contingency Plan	Before Contractor Mobilisation to Site	Contractor	Contractor	MID/WB/SIRAP2/SC	Supervision Consultant
P7	Hazardous Materials Management Plan	Before Contractor Mobilisation to Site	Contractor	Contractor	MID/WB/SIRAP2/SC	Supervision Consultant
Construction Phase Plan						
P8	Erosion and Sediment Control Plan;	Before any vegetation clearance	Contractor	Contractor	MID/WB/SIRAP2/SC	Supervision Consultant
P9	QMP (Aggregate extraction Plan);	Before Construction Starts	Contractor	Contractor	MID/WB/SIRAP2/SC	Supervision Consultant
Decommissioning Phase Plan						
P10	Site Decommissioning and Restoration Plan.	Before any vegetation clearance	Contractor	Contractor	MID/WB/SIRAP2/SC	Supervision Consultant

SOLID WASTE MANAGEMENT PLAN (SWMP): The SWMP guidelines in Appendix C provide the governing principles for solid waste management and disposal for the MLT bridges upgrades Project. It provides the minimum standards for each waste stream and gives the Contractor guidance on how to implement waste separation, storage, and disposal. The guidelines also set the content for the SWMP, and it is a requirement of the Contractor to provide all the required content as a minimum.

HAZARDOUS MATERIALS MANAGEMENT PLAN: The Contractor will be required to provide a Hazardous Materials Management Plan. Hazardous materials are any materials that represent a risk to human health, property or the environment due to their physical or chemical characteristics. When a hazardous material is no longer usable for its intended purpose and is intended for disposal, it is considered hazardous waste. The purpose of this Plan will be to ensure adequate management of hazardous materials throughout the construction phase of the project to prevent any negative impacts on the people's health, property and the environment.

WORKER MANAGEMENT PLAN: The contractors will be required to provide a Worker Management Plan as part of their bids, explicitly detailing how the labour influx impacts will be minimized. This will not only cover the physical elements, but also interactions with locals, impacts on island resources (e.g. water, waste), and potential price inflation effects. These requirements will be addressed more fully in the final ESMP for tender.

TRAFFIC MANAGEMENT PLAN: A traffic management plan is required to detail how the safety of the pedestrians and vehicles will be maintained throughout the duration of works. Particular attention will need to be paid to the separation of the public and heavy machinery at all times. The TMP will demonstrate how this will be achieved and will detail how the public will be informed of these measurements. Additionally, the TMP will include management of traffic including international and domestic transport of equipment and machinery.

SPILL PREVENTION AND RESPONSE PLAN: The Contractor will have a Spill Prevention and Response Management Plan in place to account for all potential instances. A Spill Prevention and Response Management Plan will be developed to ensure that all fuels and lubricants used during the construction phase in machinery, equipment, generators are contained, collected, treated, and disposed of. The plan will (i) identify areas that are sensitive to spills and releases of hazardous materials; (ii) outline responsibilities for managing spills, releases, and other pollution incidents, including reporting and alerting mechanisms to ensure any spillage is reported promptly to the relevant parties; (iii) Include provision of specialized oil spill response equipment, and; (iv) include regular training schedules and simulated spill incident and response exercise for response personnel in spill alert and reporting procedures, the deployment of spill control equipment, and the emergency care/treatment of people or wildlife impacted by the spill.

EROSION AND SEDIMENT CONTROL PLAN (ESCP): An ESCP is required to be prepared for all areas prior to use or disturbance including auxiliary areas under the control of the contractor such as stockpile and storage areas, access and haulage tracks, temporary waterway crossing, borrow areas, compound areas, and material processing areas. Clearing and grubbing (or the use of the area for stockpiles) for that section shall not start until the ESCP for that section is assessed as suitable by the Engineer. Each ESCP shall clearly detail the Erosion and Sediment Control Plan, and shall be prepared and, update the area and work that it is valid for. It is acceptable to have a primary 'over-arching' ESCP supplemented by numerous progressive ESCP on a project.

The Contractor shall be responsible for the design, installation, and maintenance of Erosion and Sediment Control for the temporary works of the project with the following principles:

- Erosion and sediment controls are integrated with construction planning;
- Effective and flexible erosion and sediment control plans are developed based on soil, weather;
- Construction conditions and the receiving environment;
- The extent and duration of soil exposure is minimised;
- Water movement through the Site is controlled - in particular, clean water is diverted around the site;
- Soil erosion is minimised;
- Disturbed areas are promptly stabilised;
- Sediment retention on Site is maximised;
- Controls are maintained in proper working order at all times, and
- The Site is monitored, and erosion and sediment control practices adjusted to maintain the required performance standard.

SITE SPECIFIC OHS PLAN: This plan will adhere to the supplementary management process described in Section 5.2.2 and will be written following the guidelines in Appendix C of this ESMP. The OHS Plan will form part of the CESMP but will also be considered a standalone document that will be implemented and monitored by the Contractors OHS key personnel.

EMERGENCY CONTINGENCY PLAN: This plan will detail the Contractors processes for dealing with emergencies including but not limited to medical, injury, social conflict, extreme rain events, storm events, severe earthquake, or tsunamis. The plan will cover measures to protect and manage staff as well as measures to protect and manage the project and environment. Training on this plan will be described along with communication methods (posters, etc.) and the roles and responsibilities of the Contractor team.

INFLUX MANAGEMENT PLAN (IMP): Construction projects, especially those comprising large civil works, require labour force and associated goods and services that cannot always be fully supplied locally. A partial component of the labour force may need to be brought in from outside the project area. In many cases, this influx is compounded by an influx of other people (“followers”) who follow the incoming workforce with the aim of selling them goods and services, or in pursuit of job or business opportunities.

The purpose of the IMP is to set out the objectives in relation to the management of project-induced in-migration and its impacts and to successfully implement measures to manage the in-migration and avoid, prevent, and mitigate the direct and indirect adverse impacts associated with project-induced in-migration. All stakeholders have a role to play in managing in-migration.

AIR QUALITY MANAGEMENT AND DUST CONTROL PLAN: The purpose of the air quality management and dust control plan (AQMDCP) is to minimize air quality issues including odour from construction activities, impacts of dust generated due to the construction works, impacts of dust generated during transport of materials and other traffic, and complaints from the community concerning dust generated from construction activities.

The AQMDCP will cover:

- National laws and regulations and international best practice requirements;
- Air quality baseline and existing environment;
- Location and type of sensitive receptors;
- Criteria and performance standards;
- Management, mitigation and control measures; and
- Water spraying schedule if required.

CULTURAL HERITAGE MANAGEMENT PLAN (CHMP): This will be prepared by the Contractor to safeguard the integrity of the graveyards during construction but also for any chance find of other important sites and artefacts. The objective of the plan is to identify cultural heritage sites that may be impacted by project construction, to protect sites, and to provide culturally appropriate training to its workers on these sensitive areas. This plan will also indicate that in the case that any cultural significant items are found that the contractor must immediately contact to the CLO and Supervision Consultant and contact the Ministry of Culture, and the National Museum who will attend to the scene and provide advice on proper actions to safeguard the items. The Contractor will develop a Chance Find Procedures that identify what measures will be taken to protect these cultural resources. The Plan will also address measures to monitor any physical cultural sites that may be affected by the construction.

7 ESMP Implementation

7.1 ESMP Monitoring and Reporting

A monitoring plan has been provided in Section 6.2.

OBJECTIVES: The main objectives of the construction phase monitoring will be to:

- Monitor the actual project impact on physical, biological and socio-economic receptors. This will indicate the adequacy of the ESMP.
- Recommend mitigation measures for any unexpected impact or where the impact level exceeds that anticipated in the ESMP.
- Ensure compliance with legal and community obligations including safety on construction sites.
- Monitor the rehabilitation of quarrying or extractions sites and the restoration of laydown and/or stockpile sites as described in the ESMP.
- Ensure the safe disposal of excess construction materials.

MONITORING ORGANISATION: The Contractor will be required to monitor their safeguard implementation on a daily and weekly basis, the Supervision Consultant will be required to undertake at least weekly monitoring, and the PST will be required to undertake quarterly inspection audit of works.

MONITORING PROGRAM: A monitoring plan for the project has been provided in Section 6.2. The monitoring process will be carried out using best industry practice and should be undertaken jointly between the Supervision Consultant and Contractor. Both parties will keep copies of all site records, reports, approvals, statutory documents and permits in relation to environmental matters for recording purposes.

There are monitoring requirements associated with this ESMP that are applicable once the project has concluded and operations have resumed. At this stage, there is no defined process for continuing with safeguard monitoring during operations, and it is recommended that this be incorporated into existing or new MID processes.

ESMP REPORTING: Throughout the construction period, the Supervision Consultant will include results of their weekly ESMP monitoring, along with the details of any incident reports by the Contractor, in a monthly report for submission to the SIRAP2 PST, who is responsible for submitting these monthly progress reports to the World Bank. The format of the monthly report shall be agreed with all agencies, but it is recommended to include the following aspects:

- Description and results of environmental monitoring activities undertaken during the month;
- Status of implementation of relevant environmental mitigation measures pertaining to the works;
- Key environmental problems encountered and actions taken to rectify problems;
- Summary of non-compliance notifications issued to the Contractor during the month, actions taken and non-compliances closed out;
- Summary of complaints received, actions taken and complaints closed out;
- Key environmental and social issues to be addressed in the coming month;
- Training records;
- Health and Safety Indicators;
- Summary of consultation / stakeholder engagement undertaken;

- Copies of environmental inspection reports;
- Summary of reported incidents, actions taken and recommendations for follow up; and
- Before project implementation photos, midway of project implementation photos, and completion photos of works.

A day to day contract diary is to be maintained pertaining to administration of the contract, request forms and orders given to the Contractors, and any other information which may at a later date be of assistance in resolving queries which may arise concerning execution of works. This day to day contract diary is to include any environmental events that may arise in the course of the day, including incidents and response, complaints and inspections completed.

SIRAP2 PST are responsible for quarterly progress reports to the WB. This quarterly progress report will include a section on safeguard compliance and issues. This section will cover (as a minimum):

- The overall compliance with implementation of the ESMP.
- Any environmental issues arising as a result of project works and how these issues will be remedied or mitigated;
- OHS performance;
- Community consultation updates;
- Public notification and communications;
- Schedule for completion of project works; and
- Summary of any complaints received, actions taken, and complaints closed out. Particular sensitive reporting to be recorded for any GBV incidents report.

7.2 Monitoring Plan

PARAMETER TO MONITOR	LOCATION	MONITORING	FREQUENCY	MONITORING RESPONSIBILITY
DETAILED DESIGN/ PRE-CONSTRUCTION PHASE				
Traffic safety	CESMP documents	Ensure approved TMP established for project. TMP includes all requirements of ESMF and ESMP	Prior to commencing civil works	Supervision Consultant
Development Consents & Permits	CESMP Document	Development Consent, permits and consent conditions are included in the CESMP	Prior to approval of CESMP	Supervision Consultant
CESMP approved	CESMP Documents	Ensure Contractor has produced a CESMP to the appropriate standard and this has been reviewed and cleared by WB and SIRAP2 PST	Prior to commencing civil works	Supervision Consultant
OHS Plan	Design documents	Ensure safety plan established for project as per requirements of ESMP and the SIRAP2- Additional Financing LMP.	Prior to commencing civil works	Supervision Consultant
Soil erosion	CESMP documents	Ensure Contingency Plan is completed and approved. Storm event management and soil erosion prevention measures to be included.	Prior to sign off of final designs	Design Consultant
Solid and hazardous waste	CESMP documents	Approved SWMP in place. Waste segregation and collection at workers camp and laydown areas are established and well signed. Waste segregation and collection storage arrangements in place and compliant with approved SWMP.	Prior to commencing civil works	Supervision Consultant
Community Health and Safety	CESMP documents	HIV/GBV/Code of Conduct training and acknowledgements have been completed as per contractual requirements. Medical clearance certificates provided for all foreign workers. GRM process was available for public inspection. Worker Management Plan contains all elements and has been approved by the Supervision Engineer and SIRAP2 PST.	Prior to commencing civil works	Supervision Consultant

PARAMETER TO MONITOR	LOCATION	MONITORING	FREQUENCY	MONITORING RESPONSIBILITY
Soil and Water pollution	CESMP documents	Appropriate spill control and response plan in place. Staffs are trained on spill control and response plan. Overland drainage diverts water flow away from exposed areas. Sediment laden runoff from excavations or stockpiles directed to a settling area. Discharges of treated wash water are to occur to land.	Prior to commencing civil works	Supervision Consultant
Water supply	CESMP documents	Suggested water source and supply network to be included in designs	Prior to commencing civil works	Supervision Consultant
Ground water quality	Laydown sites	Ground water quality monitoring for project baseline. The parameters include pH, electrical conductivity, total petroleum hydrocarbons (for potential petroleum contamination), and total nitrogen (for potential sewage contamination), or as agreed with ECD and the SIRAP2 NSSS	Prior to establishment of laydown site and asphalt plan	Supervision Consultant
Storm water management	CESMP documents	Proposed storm water management / drainage design (e.g. use of oil-water separator) to consider impacts on hydrology, receiving environments and also contamination risk	Prior to commencing civil works	Supervision Consultant
Quarry operations	Quarry	Upon confirmation of which quarries are to supply aggregate verify quarry operations to ensure any required permits or approvals are in place. Ensure correct resource and land owners have signed acceptable agreement for extraction and/or land access.	Prior to commencing civil works	Supervision Consultant

PARAMETER TO MONITOR	LOCATION	MONITORING	FREQUENCY	MONITORING RESPONSIBILITY
Laydown Sites, Crushing Plant and Stockpile Area	CESMP documents	Approved and signed rental agreements should be submitted to SIRAP2 PST (if relevant) Laydown and stockpile sites are at least 150m from waterways and 300m from any residential settlements. Laydown areas established on pre-approved sites as per CESMP. Water runoff management systems in place to approved standard as per CESMP. Washdown areas have collection and treatments systems. The sanitation treatment system is in place as per CESMP. No runoff from laydown or stockpile sites are directed to waterways, CCAs or coastline. Bunded secure storage area for the hazardous substance is established as per CESMP. Bitumen is stored on the hardstand at laydown sites. Hardstand areas are at least 150 from any CCA and any waterway. Crushing plant is wet crusher. Crushing plant is screened either by the quarry or by screening vegetation to minimise noise disturbance. Water for crushing plant is sourced under permit.	Prior to commencing civil works	Supervision Consultant
Concrete Production	CESMP documents	Settlement tanks/ponds and diversion drains are in place as per CESMP. Designated washdown are established in the bunded impermeable area with no permeation to ground permitted.	Prior to commencing civil works	Supervision Consultant

PARAMETER TO MONITOR	LOCATION	MONITORING	FREQUENCY	MONITORING RESPONSIBILITY
Importation of equipment and materials	Importation permits	Approval to import material and equipment is given prior to material and equipment leaving country of origin. Ensure bio-secure stockpile site it established with SIG Biosecurity Department	Contractor to organize prior to export from country of origin.	Supervision Consultant
CONSTRUCTION PHASE				
General	CESMP documents	The contractor is undertaking weekly monitoring and reporting using a monitoring form approved by Supervision Engineer in CESMP. Community consultation is ongoing as per the ESMP. Supervision Engineer is undertaking weekly monitoring and reporting.	Prior to commencing civil works Weekly	Supervision Consultant SIRAP2 PST Project Manager
Solid and hazardous waste and Agreement for waste disposal	Construction Contractor's records	Approved SWMP effectively implemented. Waste collection at laydown area is secure, well signed and clean. Hazardous waste is stored according to SWMP. Good housekeeping around project sites and workers accommodation. All waste is disposed of offshore Contaminants of Concern (COC) documentation in place and reviewed. Permits and/or agreements with local waste disposal providers and licensed recycling operators. Inspection of disposal sites.	Documentation viewed prior to construction works starting Weekly as applicable to schedule of works.	Supervision Consultant
Community infrastructure, health, and safety	At construction sites	Approved TMP is under effective implementation. Public signage of complaints procedure. Signs and fences restrict or direct pedestrians and public where appropriate. No damage to public or community infrastructure. Dust suppression is effective. Noise is within permitted limits. Required signage is in place.	Prior to commencing civil works Weekly	Supervision Consultant

PARAMETER TO MONITOR	LOCATION	MONITORING	FREQUENCY	MONITORING RESPONSIBILITY
		No works taking place at night or on Sunday within 500m of communities unless a prior agreement has been sought from the community.		
Agreement for waste disposal	Contractor's records	Permits and/or agreements with local waste disposal providers and licensed recycling operators. Inspection of disposal sites.	Documentation viewed prior to construction works starting Weekly as applicable to schedule of works.	Supervision Consultant
Soil erosion	Areas of exposed soil and earth moving	Inspections at sites to ensure silt fences, diversion drains etc. are constructed as needed. Inspection to ensure replanting and restoration work completed.	Weekly inspection as applicable to schedule of works and after site restoration.	Supervision Consultant
Waste disposal	At construction and quarry sites	Inspection to ensure waste is not accumulating and evidence waste has been stockpiled for removal to licensed landfill, removal from Solomon Islands if required, recycling or returning to supplier. Inspections to ensure waste streams are sorted for re-use, recycling or waste to landfill.	Weekly inspection as applicable to schedule of works and on receipt of any complaints.	Supervision Consultant
Water/Groundwater and soil pollution	At construction sites	Appropriate Spill Prevention and Response Management Plan/kit in place for the waste area. No visible spills on soil or uncovered ground. All drainage, water treatment and soakage systems clear and fit for purpose. Division bunding around large areas of vegetation clearance. Revegetation occurring once works have finished at sites. Vehicles are working in defined areas. Workers sanitation facilities in good order and maintained as per design requirements. Heavy machinery not used in times of heavy rain or when the ground is waterlogged.	Weekly inspection as applicable to schedule of works and on receipt of any complaints	Supervision Consultant

PARAMETER TO MONITOR	LOCATION	MONITORING	FREQUENCY	MONITORING RESPONSIBILITY
		Ensure all storage tanks are self-bunded. Inspection of sites to ensure waste collection in defined area; SPRMP in place and workers trained at all SIRAP2 locations. Complete spill kits available where hazardous substances sorted and handled. Any encounters with potentially or confirmed contaminated soil are reported to MID and ECD. Inspect soakage pits siting directly above any underlying aquifer (if present). Geofabric should be installed on the riverbanks and downstream areas to prevent erosion of exposed soil and subbase materials on steep bridge approach sections during periods of heavy rain during approach works. It is essential to ensure that prime coat applications occur during dry weather.		
		Ground water monitoring as per parameters in ESMP. The parameters include pH, electrical conductivity, total petroleum hydrocarbons (for potential petroleum contamination), and total nitrogen (for potential sewage contamination), or as agreed with ECD and the SIRAP2 NSSS.	Once midway through implementation and once prior to demobilisation	Supervision Consultant
Dust	At construction sites, quarries and adjacent sensitive receptors	Site inspections. Regular visual inspections to ensure stockpiles are covered when not in use and trucks transporting material are covered and not overloaded.	Weekly inspection as applicable to schedule of works and on receipt of any complaints.	Supervision Consultant

PARAMETER TO MONITOR	LOCATION	MONITORING	FREQUENCY	MONITORING RESPONSIBILITY
Noise	At work sites	Site inspections to ensure workers wearing appropriate PPE when required. Measurement of noise level (one hour LAeq) at closest social receptors (residences) to active work sites, construction camps and lay down areas not to exceed 45dB between 2200-0700 or 3dBA above background. Public signage detailing complaints procedure and contact people/person on display. Noisy machinery is replaced or fixed as soon as problem arises or on instruction by Supervision Engineer.	Weekly inspection as applicable to schedule of works and on receipt of any complaints.	Supervision Consultant
Air pollution	At work sites	Site inspections to ensure equipment and machinery operating without excessive emissions. If an issue is reported the contractor is responsible for replacing or fixing the equipment to the satisfaction of Supervision Engineer. Bitumen and asphalt processes plants to be located away from closest communities	Weekly inspection as applicable to schedule of works and on receipt of any complaints.	Supervision Consultant
Occupational Health and Safety	At work sites	Occupational Health and Safety Officer fulltime on site. Workers have access to and are using appropriate, PPEs for the task. All workers have undergone appropriate OHS training. Proper briefing of staff before undertaking work activities. Ensure healthy and safety of pedestrian/workshop owner/workers and community members at the worksite.	Weekly inspection as applicable to the schedule of works and on receipt of any complaints.	Supervision Consultant

PARAMETER TO MONITOR	LOCATION	MONITORING	FREQUENCY	MONITORING RESPONSIBILITY
Storage of fuel, oil, hazardous substances etc.	At work sites and construction camp. Contractors training log.	Regular site inspections to ensure material is stored within bunded area and spill response training for workers completed. Visual inspection of spill kit for completeness and accessibility. Checking that staff are trained on use of spill kits. No evidence of spills on the ground. Material Safety Data Sheets (MSDS) available at storage locations.	Weekly as applicable to schedule of works and on receipt of any complaints.	Supervision Consultant
Vehicle and pedestrian safety	At and near work sites	Regular inspections to check that TMP is implemented correctly (e.g. flags and diversions in place) and workers wearing appropriate PPE.	Weekly inspection as applicable to schedule of works and on receipt of any complaints.	Supervision Consultant
Construction workers and staff safety (personal protective equipment)	At work sites	Inspections to ensure workers have access to and are wearing (when required) appropriate personnel protective equipment (e.g. for handling hazardous materials). Guidelines in ESMF implemented.	Weekly inspection as applicable to schedule of works and on receipt of any complaints.	Supervision Consultant
Construction workers and staff safety briefings (GBV any other community health and safety awareness)	At work sites	Community, Health and safety awareness briefs including GBV, good hygiene...	Weekly team meetings as applicable to schedule of works and on receipt of any complaints	Supervision Consultant
Community / local business safety	At work sites	Inspections to ensure signs and fences restricting access are in place and pedestrian diversion routes clearly marked (whether for access to a building or home or particular route).	Weekly inspection as applicable to schedule of works and on receipt of any complaints.	Supervision Consultant
Workers grievances	At work sites	Monitoring of workers concerns and grievances specific to the project implementation, OHS and GBV.	Weekly and monthly inspection as applicable to schedule of works and on receipt of any complaints.	Supervision Consultant/PST

PARAMETER TO MONITOR	LOCATION	MONITORING	FREQUENCY	MONITORING RESPONSIBILITY
Community grievances	At all locations	Monitor the GRM database for the number and type of grievances and the average number of days to resolve a grievance.	Weekly	MID PST
Local business grievances	At and near work sites	Monitor the GRM database for the number and type of grievances and the average number of days to resolve a grievance.	Weekly	At and near work sites
Assets owners and Affected parties re-establishment support	At all locations	Monitor the Inventory of Loss (LOI) assets as per the Resettlement Action Plan		
Laydown Areas and Stockpile Sites	CESMP documents	Laydown areas established on pre-approved sites. Laydown areas dust levels managed efficiently. TMP correctly implemented at laydown site. Water runoff management systems are operating correctly. Dust management effectively implemented. PPE present and correctly used. Refuelling occurring over drip trays in dedicated areas. No stockpiling within 150m of waterways. Bunding is functional at stockpile site.	Prior to commencing civil works Weekly	Supervision Consultant
Asphalt Plants	Malaita	The asphalt plant in the laydown area measured 150m to the waterways and 300m from the resident settlements	Prior to commencing civil works Weekly	Supervision Consultant
Extraction of Aggregates	CESMP documents	QMP being effectively implemented. Daily records of extracted volumes available for inspection. No gravel being extracted from running water channels. Gravel only being extracted from a predetermined area. Machinery only working in defined areas approved in CESMP.	Prior to commencing civil works Weekly	Supervision Consultant
Workers Accommodation (if applicable)	CESMP documents	The camp is clean and tidy. Waste management is as per the SWMP. Food supplies are sufficient. Workers Management Plan is effectively implemented. First Aid kit is fully stocked and readily available.	Prior to commencing civil works Weekly	Supervision Consultant

PARAMETER TO MONITOR	LOCATION	MONITORING	FREQUENCY	MONITORING RESPONSIBILITY
Community grievances	At all locations	Monitor the GRM database for the number and type of grievances and the average number of days to resolve a grievance.	Weekly	MID CPIU
Materials supply	Quarry and work sites	Evidence that trucks are not overloaded and loads are covered e.g. complaints register, evidence of debris on the road.	Weekly visual inspection as applicable to schedule of works and on receipt of any complaints.	Supervision Consultant
OPERATION (Recommended for Consideration by MID)				
Drainage system operational	Roadside	Inspection and clean out of open channel drainage.	After significant rain events and 6 monthly to remove sediment.	MID
Decommission and Rehabilitation of laydown site	Laydown	All stockpiles have been removed from the laydown area and site rehabilitated and revegetated	After completion of construction	MID
Road infrastructure functional	Roads	Inspect all newly installed road infrastructure for functionality.	After completion of construction	MID

7.3 Roles and Responsibilities

Ministry of Infrastructure Development (MID) will serve as the Implementing Agency (IA) for the MRIM and have delegated the day to day implementation and management of the Project to a dedicated SIRAP2 Project Support Team (PST) based in Honiara with an MRIM office on Malaita.

The safeguards roles and responsibilities for subproject implementation are as follows:

SIRAP2 PST: The PST is responsible for the ESMP implementation and day-to-day project implementation on behalf of the SIG. The PST will have a project office based on Malaita housed within the MID. The PST will:

1. Have a National Senior Safeguards Specialist based in Honiara with site visits to Malaita. The National Safeguards Specialist:
 - With the support of the PST National Environmental & Social Officer(s) (NESO) and CLO, undertakes environmental and social screening of Malaita works (subprojects) to identify specific areas of risk.
 - Ensures the SIG's safeguard instruments (PER, EIS, etc) prescribed by the MECDM/ECD for project sites are well prepared, submitted and approved;
 - Coordinate the review and approval process for ESMPs with the International Safeguard Specialist and World Bank Safeguard Specialists.
 - Identify total cost for development consent submissions;
 - Provide support and collaboration with the ECD in ensuring a smooth and effective process of approval;
 - Provide technical support to the Project's Task Team in monitoring the implementation of safeguard instruments (World Bank and SIG's) on a day to day basis;
 - Provide safeguards reports on a regular basis.
 - Oversee the full implementation of the CESMP and SIG's safeguard instruments on a day to day basis.
 - Will conduct at least quarterly safeguard audits with the Supervision Consultant's safeguard specialist and other staff.
 - Monitors and manages of complaints/incidents logged via the GRM mechanism on the SIRAP website.
2. Sources suitably qualified consultants to develop the safeguard instruments based on the requirements of the ESMF and the ToR.
3. Acts on behalf of the client and works closely with MID and all contracted parties to ensure that SIRAP2 objectives are delivered in a compliant manner consistent with client, MID and ECD requirements.
4. House an engineer, assistant engineer and a CLO in the Malaita project office. The CLO will:
 - Establish a CAC in compliance with the MID CAC Guidelines
 - Work in the field in Malaita to support the Contractor and PST proactively identify project issues and worker/employee conflicts;
 - Facilitate community and other consultations to ensure that all parties involved and affected by the works are properly informed and consulted;
 - Maintain the Malaita GRM;

- Provide detailed forward planning and coordination for the road upgrade works related to community sensitization, pre-employment training and other project activities;
 - Help identify land owners for any project land needs.
 - Responsible for working with MID and Supervision Consultant (and contractors where appropriate for CESMP) to implement consultation plans for the SIRAP2 upgrade works.
5. During the construction phase, PST receives reporting from the Supervision Consultant and shares these reports with the MID and ECD (to comply with permit monitoring requirements).
 6. PST is responsible for managing recurring instances of non-compliance by the contractor as they are reported by the Supervision Consultant and all instances of non-compliance by the Supervision Consultant. PST will conduct their own quarterly on-site audit of construction works, to supervise CESMP and ESMP implementation.

Supervision Consultant: is responsible for the day to day oversight of the construction works for the project, including safeguard compliance. The Supervision Consultant is the only party who is contractually able to provide instruction to the Contractor. The Supervision Consultant will work closely with the Contractor, and the project safeguards team, on a daily basis to ensure that Malaita works are implemented in a compliant manner consistent with the detailed designs provided and the ESMP. They are responsible for:

1. Weekly monitoring the Contractors work for compliance with the CESMP and ESMP and providing safeguard monitoring results in their monthly reporting to PST. As part of their CESMP monitoring responsibilities, the Supervision Consultant will ensure that a suitably qualified and experienced safeguard specialist is financially resourced to provide at least quarterly site inspections to Malaita and available for support at other times to respond to incidents, non-compliances, review of CESMP, update of the ESMP and other tasks.
2. Managing the review process of CESMPs for approval. The Supervision Consultant must ensure that all current safeguard instruments have been reviewed internally as well as by PST and final approval from WB has been secured before disclosure.
3. Updating the ESMP as necessary to reflect changes in the designs.
4. Working with PST CLO to provide meaningful input and direction into community consultations on the draft updated versions of the ESMP.
5. Managing instances of non-compliance by the Contractor and reporting all instances to PST. They are also responsible for escalating recurring instances of non-compliance by the Contractor to PST for action.
6. Managing and responding to all direct complaints/incidents received by their representatives as per the GRM process in Section 4.5 and reporting all instances to PST for inclusion into statistical database.

Contractor: It is the contractors responsibility to:

1. Resource their team with an experienced and qualified full-time national safeguard specialist and an experienced and qualified international safeguards key personnel who is resourced to make regular and ad hoc (as needed) site visits. The following key staff will be recruited by the contractor.
- An experience and qualified full time (Malaita based) national environmental and social risk management (or safeguards) Officer - **National ES Officer**

- An experience and qualified international E&S risk management (or safeguards) specialist - **International ES Specialist**
 - A certified health and safety officer, full time and based in Malaita, responsible for ensuring OHS management plan is fully implemented. - **OHS Officer**
 - An experience and qualified community engagement officer, full-time (Malaita based), responsible for implementing the stakeholder engagement - **Community Liaison Officer**
2. Appendix E provide the minimum requirements for the international specialist who will form part of the Contractors key personnel in the bid document.
 3. Resource their Malaita-based team with a CLO to be based in Malaita full time and with experience of working within the road maintenance and infrastructure sector.
 4. Budget for and convene monthly meetings of the CAC established by the PST CLO. The Contractor CLO will lead the convening of these meetings (include taking minutes of meetings), in consultation with the PST CLO. CAC meetings and reporting will follow the requirements of the MID CAC Guidelines.
 5. Allocate budget lines to have the necessary tools and equipment for implementing all mitigation and monitoring requirements of the ESMP through their CESMP and employment of appropriate safeguard specialists.
 6. Prepare and have cleared by the Supervision Consultant the CESMP in accordance with the ESMP.
 7. Implement the Code of Conduct relating to GBV.
 8. Carry out the Malaita upgrade works in accordance with the CESMP.
 9. Conduct daily and weekly safeguard inspections of the works to ensure compliance and report the results of these inspections to the Supervision Consultant.
 10. Proactively update the CESMP as construction methodology or other features change.
 11. Provide meaningful input and direction into community consultations on the draft CESMP.
 12. Advise the Supervision Consultant of any changes to works or methods that are outside the scope of the ESMP for updating.
 13. Post all notifications specified in this ESMP at the site entrance.
 14. Report all environmental and OHS incidents to the Supervision Consultant for any action.

8 Capacity Development and Training

8.1 Capacity Development

The SIG has delegated the delivery and management of SIRAP2 to a dedicated PST which has been resourced with personnel specifically tasked to manage project implementation. As such, the PST carries much of the institutional capacity required by the SIG to implement the project and to monitor the works for compliance. The PST is resourced with an experienced National Senior Safeguards Specialist who will be responsible for monitoring for compliance with the ESMP, World Bank policies and Solomon Island legislation. The PST project office in Malaita is resourced with an experienced CLO who will support the PST and Contractor to manage community relations, identify and facilitate negotiations for land access and provide a focal point for community contact with the PST. For any additional support in areas of expertise that may be required by PST, the International Safeguards Specialist is tasked with either providing that support directly or assisting with any procurement of additional expertise or capacity that may be required.

8.2 Training

The SIRAP2 PST has undertaken training awareness with key stakeholders on Malaita to ensure effective implementation and technical understanding of the ESMP requirements. Key stakeholders include MID staff on Malaita, Malaita Provincial Women's Council, SIRAP2 CLO (Malaita), and ECD representatives on Honiara.

The meeting with the Malaita Provincial Government was conducted on 21 July 2025. The purpose of the meeting was as follows:

- Share brief background information on the purpose, scope, and expected outcomes of the additional funding provided by the World Bank through the SIRAP2.
- Highlight the planned community consultation sessions for the proposed road works, specifically:
 - 12km North Road
 - 21km East Road
- Include timelines, objectives of the consultations, and how community feedback will be incorporated into the project.
- Present the newly appointed staff and consultant who will be contributing to the implementation of SIRAP2 in Malaita, including their roles and areas of expertise.
- Request continued engagement and assistance from MPG in supporting project implementation efforts.

8.3 Civil Works

Other parties who have implementation or monitoring responsibilities (Supervision Consultant, Contractor) are required to be resourced with suitably experienced and qualified safeguards specialists.

It is the responsibility of the Contractor and Supervision Consultant to ensure that they allocate budget lines to have the necessary tools and equipment for the mitigation and monitoring measures as stipulated in the resulting ESMPs. The Contractor is to ensure that they have the budget provision to conduct identified training for their workers and that sufficiently skilled resources are made available to deliver the relevant training.

The Contractor and Supervision Consultant will undergo technical training in the form of a Kick Start World Bank Environmental and Social Framework Workshop to ensure that the national and World

Bank ESF requirements and the PST expectations for the implementations are well understood prior to commencement of works.

9 ESMP Implementation Budget

The costs of implementing the ESMP listed here are related to PST costs in addition to the dedicated safeguards PST personnel budget line item. The main costs of implementing this ESMP relate to institutional capacity and stakeholder capacity building, ongoing consultation facilitation costs between the CLO and the Malaita communities, PST on site monitoring and outreach road safety programs.

Item	Details	Cost (USD)
ESMP Technical Training	MID & PST Malaita Field Staff. Training to be given by NSSS in Malaita.	3,000
ESMP awareness raising and sensitisation	With key Malaita stakeholders and communities (one session for subproject).	3,000
Consultation facilitation	Fuel, MID vehicle maintenance contribution, administrative support, refreshments (for subproject – one year)	15,000
CLO Travel	Project meetings, workshop or training attendance in Honiara for CLO: accommodation, per diem (US\$2,000 per trip, estimate 1 trip for subproject)	2,000
Project monitoring	Associated costs are for quarterly audits by NSSS: flight, per diem, fuel for MID vehicle (US\$2,000 per quarter)	8,000
Community outreach along sealed road sections	School road safety program (using local NGOs & CLO), travel cost, printed materials	5,000
Total		36,000

Appendix A: Malaita Quarry Maps



NAME OF SOURCE	LOCATION	COORDINATES	AVAILABLE MATERIAL	SUITABLE FOR	ESTIMATED QUANTITY	OWNER/ CONCESSIONAIRE
Bitokaula Mountain	Auki, Malaita	Lat- S 08°27'10.601" Lon- E 159°58'52.599"	Rock mountain	Concrete and asphalt aggregates	Unlimited	Auki Motel
Fiu River	Fiu, Auki	Lat- S 08°43'33.246" Lon- E 160°42'18.830"	Silty sand and gravel	Base, subbase, gravel surface	Unlimited	Tribal community
Silolo River	Silolo, North Malaita	Lat- S 08°22'08.395" Lon- E 160°40'18.585"	Clean sand and gravel	Concrete and asphalt aggregates	Unlimited	Tribal community
Tabaa River	Tabaa, North Malaita	Lat- S 08°22'56.625" Lon- E 160°41'54.388"	Predominantly boulders, with gravel-silt-sand mixture	Riprap, gabion, base, subbase, gravel surface	Unlimited	Tribal community
Kwai River	Lolu, North Malaita	Lat- S 08°23'03.834" Lon- E 160°43'12.773"	Boulders with clean sand and gravel	Riprap, gabion, concrete and asphalt aggregates	Unlimited	Tribal community
Ramea'i Mountain	Ramea'i, North Malaita	Lat- S 08°24'38.386" Lon- E 160°47'55.287"	Fine gravel-sand-silt coronous material	Base, subbase, gravel surface	Unlimited	Tribal community
Ofatabu Mountain	Ofatabu, North Malaita	Lat- S 08°25'43.267" Lon- E 160°48'56.920"	Rock mountain	Concrete and asphalt aggregates	Unlimited	Tribal community
Sasafa River	Sasafa, North Malaita	Lat- S 08°26'41.096" Lon- E 160°49'53.115"	Clean sand and gravel	Concrete and asphalt aggregates	Unlimited	Tribal community

Keukwao Mountain	Keukwao, North Malaita	Lat- S 08°20'29.233" Lon- E 160°44'09.628"	Fine gravel-sand-silt corunous material	Base, subbase, gravel surface	Unlimited	Tribal community
Matakwalao Mountain	Matakwalao, North Malaita	Lat- S 08°20'15.623" Lon- E 160°36'13.920"	Fine gravel-sand-silt corunous material	Base, subbase, gravel surface	Unlimited	Tribal community
Kadabina Mountain	Kadabina, North Malaita	Lat- S 08°19'52.659" Lon- E 160°34'10.598"	Fine gravel-sand-silt corunous material	Base, subbase, gravel surface	Unlimited	Tribal community
Uluga Mountain	Uluga, North Malaita	Lat- S 08°20'42.255" Lon- E 160°40'14.191"	Fine gravel-sand-silt corunous material	Base, subbase, gravel surface	Unlimited	Tribal community
Madalua River	Madalua, North Malaita	Lat- S 08°29'57.854" Lon- E 160°41'16.263"	Predominantly boulders, with gravel-silt-sand mixture	Riprap, gabion, base, subbase, gravel surface	Unlimited	Tribal community
Siubongi Hill	Siubongi, North Malaita	Lat- S 08°32'02.607" Lon- E 160°42'40.583"	Coral Rock: top 1.20 m. Fine gravel-sand-silt corunous material: 1.20m down	Coral rock: riprap, gabions Corunous material: Base, subbase, gravel surface	Large	Tribal community
Kwareri River	Kwareri, North Malaita	Lat- S 08°34'08.967" Lon- E 160°44'01.443"	Clean sand and gravel	Gravel for concreting	Large	Tribal community
Fauabu Hill	Fauabu, North Malaita	Lat- S 08°34'25.722" Lon- E 160°42'55.569"	Sand-silt corunous material	Fill	Large	Tribal community
Kweisulinu Mountain	Kweisulinu, North Malaita	Lat- S 08°37'20.013" Lon- E 160°39'50.735"	Coral Rock: top 1.00 m. Sand-silt corunous material: 1.00m down	Coral rock: riprap, gabions Corunous material: Fill	Large	Tribal community
Buma Mountain	Buma, North Malaita	Lat- S 08°40'53.285" Lon- E 160°41'47.300"	Sand-silt corunous material	Fill	Large	Tribal community
Areo Mountain	Areo, North Malaita	Lat- S 08°42'19.442" Lon- E 160°42'47.505"	Sand-silt corunous material	Fill	Large	Tribal community

Appendix B: Example CESMP Monitoring Checklist

Malaita Road Improvement Project Weekly CESMP INSPECTION

SUBPROJECT:	Second Solomon Island Road and Aviation Project Road sealing and spot upgrade Subprojects	IMPLEMENTING AGENCY:	MID
DATE:		CONTRACTOR:	
PREPARED BY:		SUPERVISION CONSULTANT	
DISTRIBUTION LIST:			

Inspection Participants: (insert names and positions)

CESMP Items (edit as necessary based on approved CESMP for relevant subproject)	Applicable		Compliance			Issues	Status (R)/(O)	Action Required/Taken	Target/Actual Date
	Yes	No							
1. Mitigation & Management Measures: Construction Phase									
Soil Erosion: - Silt fences and diversion drains in place - Replanting and restoration work completed									

CESMP Items (edit as necessary based on approved CESMP for relevant subproject)	Applicable		Compliance			Issues	Status (R)/(O)	Action Required/Taken	Target/Actual Date
	Yes	No							
Water Accumulation and Disposal Agreements: - Good housekeeping around the work sites - Waste collected in defined area on impermeable ground or containers - Separation of waste into (i) Recyclable waste (i.e. certain plastics, metals, rubber etc. that can be recycled); (ii) Organic biodegradable waste (i.e. waste that will decay / break down in a reasonable amount of time, such as green waste, food waste; (iii) Inorganic non-recyclable waste (i.e. waste that cannot decompose / break down and which cannot be recycled) and, (iv) Hazardous waste (i.e. asbestos, waste oil etc.) - Hazardous waste stored in safe and appropriate manner. - Waste management plan in place and operating for proper disposal									
Soil and Water Pollution: - Appropriate spill response plan/kit in place for waste area - No visible spills on soil or uncovered ground - Drainage and soakage systems clear and fit for purpose - Surface water monitoring on a quarterly basis									

CESMP Items (edit as necessary based on approved CESMP for relevant subproject)	Applicable		Compliance			Issues	Status (R)/(O)	Action Required/Taken	Target/Actual Date
	Yes	No							
Dust and Materials Transport: - Stockpiles covered or kept wet when not in use - Visual inspection of ambient dust conditions on site and at nearby sensitive locations - Truck transports are covered - No evidence of aggregate spills on haulage route									
Noise: - Workers wearing ear protection as required - Noise level maximum of 45dB between 2200-0700 - No complaints received relating to noise									
Air Pollution: - Equipment operating without excessive emissions - Bitumen and asphalt plant emissions move away from nearby communities									
Fuel and Oil Storage: - Substances stored in self-bunded vessels or within bund on impermeable surface - Spill kit complete and accessible - Spill training completed - No evidence of spills on the ground									
TMP Implementation: - TMP under effective implementation									

CESMP Items (edit as necessary based on approved CESMP for relevant subproject)	Applicable		Compliance			Issues	Status (R)/(O)	Action Required/Taken	Target/Actual Date
	Yes	No							
Community and Local Business Consultation: - Public signage of complaints procedure - Signs and fences restrict or direct pedestrians and public where appropriate.									
Materials Supply: - Quarry establishment and operations in fully compliance with ESMP - All quarries licensed to supply materials - All imported materials with appropriate biosecurity clearances									
Laydown Area: - Laydown areas established on pre-approved sites - Laydown areas dust levels managed efficiently - TMP correctly implemented at laydown site - Water run off management systems operating correctly - Dust management effectively implemented									

CESMP Items (edit as necessary based on approved CESMP for relevant subproject)	Applicable		Compliance			Issues	Status (R)/(O)	Action Required/Taken	Target/Actual Date
	Yes	No							
Workers Camp (if applicable): - Camp established in accordance with Code of Practice in ESMP Appendix C. - Septic system cleaned and fully operational. - Waste stored in an appropriate location in a clean and tidy manner, segregated by waste type. - Workers living and recreational areas clean and properly equipped. - OHS, HIV/AIDS, GBV, Human Trafficking, SEA and other information available									
Monitoring - Weekly safeguards compliance report completed									

Compliant, Minor Non-Compliance, Significant Non-Compliance

Status: (R) Resolved Issues, (O) Ongoing Issues

Notes:

Required Actions:

Environmental Specialist:

Signed:

Date:

Appendix C: Implementation Plan Guidelines

- Solid Waste Management
- OHS Management Plan
- Workers Camp Management Plan
- Quarry Management Plan

Solid Waste Management Plan Guidelines

The key objectives of this Solid Waste Management Plan (SWMP) guidelines is to assist the Contractor to develop a SWMP that:

1. Maximise the amount of material which is sent for reuse, recycling or reprocessing
2. Minimise the amount of material sent to the landfill
3. Satisfies the national waste management legislations
4. Satisfies the EHS requirements of the World Bank

When developing, and implementing a SWMP the following key elements should be considered:

1. Waste streams: identify which waste streams are likely to be generated and estimate the approximate amounts of materials

Undertake inventory of materials that can be reused, recycled or recovered from the construction site:

- Specific types of materials: a full list of options is provided in the assessment table below
- Amount of material expected
- Possible contamination by hazardous materials like asbestos or lead: these materials will limit reuse/recycling options and require special disposal.

Waste and/or Recyclable Materials		Destination		
		Reuse and recycling		Disposal
Possible Materials Generated	Estimated Volume (m3) or Area (m2) or weight (t)	On-site (How will materials be reused and/or recycled on site)	Off-site (Specify the proposed destination and/or recycling facility)	Specify the disposal site and permit if required.
Timber (specify type)				
Wood waste (e.g. MDF, plywood)				
Cardboard				
Ferrous materials (e.g. iron, steel)				
Nonferrous materials (e.g. copper wiring)				
Concrete				
Roofing tiles				
Ceramic tiles				
Gravel				
Gypsum board (e.g. drywall)				
Plaster				
Plumbing fixtures and fittings				
Carpet and underlay				
Stone				
Asphalt				
Glass				
Sand/fill				
Topsoil				

Green waste				
Asbestos				
Fluorescent light bulbs				
Hazardous materials (e.g. oils, paints, solvents)				
Plastics				
PVC				
Co-mingled recyclables (e.g. paper, cans, glass and plastic bottles, cardboard, etc)				
General waste (e.g. food waste, contaminated food packaging, non- recyclable plastics)				
Mixed waste				

2. Services: identify an appropriately equipped waste management contractor who will provide compliant services for disposal of the waste streams generated.
3. On-site: understand how the waste management system (sorting and storage) will work on-site, including bin placement and access.

Determine storage requirements (separate bins or co-mingled), things to consider include:

- Ease of use: ensure that containers are easily accessible by workers and that storage areas are clearly sign posted
 - Safety: ensure that the containers and storage can be managed safely, including limiting public access to the site and protecting against FOD
 - Hazardous waste materials storage
 - Aesthetics: ensure that the site appears orderly and will not raise concern from local residents or businesses – for example screening for dust and litter containment and daily collection of windblown material
 - Establish a collection/delivery plan in collaboration with waste contractors for waste and recyclable materials generated on-site.
4. Clearly assign and communicate responsibilities: ensure those involved in the project are aware of their responsibilities in relation to the construction waste management plan.
 5. Training: be clear about how the various elements of the WMP will be implemented.
 6. Monitor: to ensure the plan is being implemented, monitor on-site as per the PESMP monitoring plan.

OHS MANAGEMENT PLAN GUIDELINES

1. Objective

The objective of this S guideline is to provide guidance on the:

- key principles involved in ensuring the health and safety of workers is protected;
- preparation of Health and Safety Sub-plans and associated Job Safety Analyses (JSA); and
- implementation of Health and Safety Sub-plans during project implementation.

The key reference document for this Guideline is the World Bank Group's *Environmental, Health, and Safety (EHS) Guidelines* (April 2007) together with the relevant Industry Sector EHS Guidelines available at www.ifc.org/ehsguidelines.

2. Principles

Employers must take all reasonable practicable steps to protect the health and safety of workers and provide and maintain a safe and healthy working environment. The following key principles are relevant to maintaining worker health and safety:

2.1 Identification and assessment of hazards

Each employer must establish and maintain effective methods for:

- Systematically identifying existing and potential hazards to employees;
- Systematically identifying, at the earliest practicable time, new hazards to employees;
- Regularly assessing the extent to which a hazard poses a risk to employees.

2.2 Management of identified hazards

Each employer must apply prevention and control measures to control hazards which are identified and assessed as posing a threat to the safety, health or welfare of employees, and where practicable, the hazard shall be eliminated. The following preventive and protective measures must be implemented in order of priority:

- Eliminating the hazard by removing the activity from the work process;
- Controlling the hazard at its source through engineering controls;
- Minimizing the hazard through design of safe work systems;
- Providing appropriate personal protective equipment (PPE).

The application of prevention and control measures to occupational hazards should be based on comprehensive job safety analyses (JSA). The results of these analyses should be prioritized as part of an action plan based on the likelihood and severity of the consequence of exposure to the identified hazards.

2.3 Training and supervision

Each employer must take all reasonable practicable steps to provide to employees (in appropriate languages) the necessary information, instruction, training and supervision to protect each employee's health and to manage emergencies that might reasonably be expected to arise in the course of work. Training and supervision extends to the correct use of PPE and providing employees with appropriate incentives to use PPE.

2.4 General duty of employees

Each employee shall:

- take all reasonable care to protect their own and fellow workers health and safety at the workplace and, as appropriate, other persons in the vicinity of the workplace;
- use PPE and other safety equipment supplied as required; and
- not use PPE or other safety equipment for any purpose not directly related to the work for which it is provided.

2.5 Protective clothing and equipment

Each employer shall:

- provide, maintain and make accessible to employees the PPE necessary to avoid injury and damage to their health;
- take all reasonably practicable steps to ensure that employees use that PPE in the circumstances for which it is provided; and
- make provision at the workplace for PPE to be cleaned and securely stored without risk of damage when not required.

The application of prevention and control measures to occupational hazards should be based on comprehensive job safety analyses (JSA). The results of these analyses should be prioritized as part of an action plan based on the likelihood and severity of the consequence of exposure to the identified hazards.

3. Design

Effective management of health and safety issues requires the inclusion of health and safety considerations during design processes in an organized, hierarchical manner that includes the following steps:

- identifying project health and safety hazards and associated risks as early as possible in the project cycle including the incorporation of health and safety considerations into the worksite selection process and construction methodologies;
- involving health and safety professionals who have the experience, competence, and training necessary to assess and manage health and safety risks;
- understanding the likelihood and magnitude of health and safety risks, based on:
 - the nature of the project activities, such as whether the project will involve hazardous materials or processes;
 - The potential consequences to workers if hazards are not adequately managed;
- designing and implementing risk management strategies with the objective of reducing the risk to human health;
- prioritising strategies that eliminate the cause of the hazard at its source by selecting less hazardous materials or processes that avoid the need for health and safety controls;
- when impact avoidance is not feasible, incorporating engineering and management controls to reduce or minimize the possibility and magnitude of undesired consequences;
- preparing workers and nearby communities to respond to accidents, including providing technical resources to effectively and safely control such events;
- Improving health and safety performance through a combination of ongoing monitoring of facility performance and effective accountability.

4. Job Safety Analysis

Job safety analysis (JSA) is a process involving the identification of potential health and safety hazards from a particular work activity and designing risk control measures to eliminate the hazards or reduce the risk to an acceptable level. JSAs must be undertaken for discrete project activities such that the risks can be readily identified and appropriate risk management measures designed.

This Guideline includes a template for a JSA that must be completed and included as an attachment to the Health and Safety Sub-plan.

5. Implementation

5.1 Documentation

A Health and Safety Plan must be prepared and approved prior to any works commencing on site. The H&S Plan must demonstrate the Contractor's understanding of how to manage safety and a commitment to providing a workplace that enables all work activities to be carried out safely. The H&S Plan must detail reasonably practicable measures to eliminate or minimise risks to the health, safety and welfare of workers, contractors, visitors, and anyone else who may be affected by the operations. The H&S Plan must be prepared in accordance with the World Bank's EH&S Guidelines and the relevant country health and safety legislation.

5.2 Training and Awareness

Provisions should be made to provide health and safety orientation training to all new employees to ensure they are apprised of the basic site rules of work at / on the site and of personal protection and preventing injury to fellow employees. Training should consist of basic hazard awareness, site-specific hazards, safe work practices, and emergency procedures for fire, evacuation, and natural disaster, as appropriate.

Visitors to worksites must be provided with a site induction prior to entering and must be escorted at all times while on site. This induction must include details of site hazards, provision of necessary PPE and emergency procedures. Visitors are not permitted to access to areas where hazardous conditions or substances may be present, unless appropriately inducted.

5.3 Personal Protective Equipment (PPE)

Personal Protective Equipment (PPE) provides additional protection to workers exposed to workplace hazards in conjunction with other facility controls and safety systems.

PPE is considered to be a last resort that is above and beyond the other facility controls and provides the worker with an extra level of personal protection. The table below presents general examples of occupational hazards and types of PPE available for different purposes. Recommended measures for use of PPE in the workplace include:

- active use of PPE if alternative technologies, work plans or procedures cannot eliminate, or sufficiently reduce, a hazard or exposure;
- identification and provision of appropriate PPE that offers adequate protection to the worker, co-workers, and occasional visitors, without incurring unnecessary inconvenience to the individual;

- proper maintenance of PPE, including cleaning when dirty and replacement when damaged or worn out. Proper use of PPE should be part of the recurrent training programs for Employees
- selection of PPE should be based on the hazard and risk ranking described earlier in this section, and selected according to criteria on performance and testing established

Objective	Workplace Hazards	Suggested PPE
Eye and face protection	Flying particles, molten metal, liquid chemicals, gases or vapors, light radiation.	Safety Glasses with side-shields, protective shades, etc.
Head protection	Falling objects, inadequate height clearance, and overhead power cords.	Plastic Helmets with top and side impact protection.
Hearing protection	Noise, ultra-sound.	Hearing protectors (ear plugs or ear muffs).
Foot protection	Falling or rolling objects, pointed objects. Corrosive or hot liquids.	Safety shoes and boots for protection against moving & falling objects, liquids and chemicals.
Hand protection	Hazardous materials, cuts or lacerations, vibrations, extreme temperatures.	Gloves made of rubber or synthetic materials (Neoprene), leather, steel, insulating materials, etc.
Respiratory protection	Dust, fogs, fumes, mists, gases, smokes, vapors.	Facemasks with appropriate filters for dust removal and air purification (chemicals, mists, vapors and gases). Single or multi-gas personal monitors, if available.
	Oxygen deficiency	Portable or supplied air (fixed lines). On-site rescue equipment.
Body/leg protection	Extreme temperatures, hazardous materials, biological agents, cutting and laceration.	Insulating clothing, body suits aprons etc. of appropriate materials.

6. Monitoring

Occupational health and safety monitoring programs should verify the effectiveness of prevention and control strategies. The selected indicators should be representative of the most significant occupational, health, and safety hazards, and the implementation of prevention and control strategies. The occupational health and safety monitoring program should include:

- **Safety inspection, testing and calibration:** This should include regular inspection and testing of all safety features and hazard control measures focusing on engineering and personal protective features, work procedures, places of work, installations, equipment, and tools used. The inspection should verify that issued PPE continues to provide adequate protection and is being worn as required.
- **Surveillance of the working environment:** Employers should document compliance using an appropriate combination of portable and stationary sampling and monitoring instruments. Monitoring and analyses should be conducted according to internationally recognized methods and standards.

- **Surveillance of workers health:** When extraordinary protective measures are required (for example, against hazardous compounds), workers should be provided appropriate and relevant health surveillance prior to first exposure, and at regular intervals thereafter.
- **Training:** Training activities for employees and visitors should be adequately monitored and documented (curriculum, duration, and participants). Emergency exercises, including fire drills, should be documented adequately.
- **Accidents and Diseases monitoring.** The employer should establish procedures and systems for reporting and recording:
 - Occupational accidents and diseases
 - Dangerous occurrences and incidents

These systems should enable workers to report immediately to their immediate supervisor any situation they believe presents a serious danger to life or health.

Each month, the contractor shall supply the following data to the Client's Consulting Engineer for reporting to the client. These data are to also include incidents related to any sub-contractors working directly, or indirectly, for the Contractor.

Lead Indicators	Lag Indicators
Number of drug and alcohol tests	Number of Fatal injuries
Proportion of positive drug and alcohol tests	Number of Notifiable Injuries
Number of site health and safety audits	Number of Lost Time Injuries (LTI)
Number of safety briefings	Number of Medical Treatment Injuries (MTI)
Number of near misses	Number of First Aid Injuries (FAI)
Number of traffic management inspections	Total Recordable Injuries
Number of Safety in Design workshops (Designers only)	Number of serious environmental incidents
Number of Safety in Design issues eliminated (Designers only)	Number of service strikes
Number of sub-contractor reviews	Number of property damage incidents
Number of stop work actions	Number of staff on reduced/alternate duties
Number of positive reinforcements	Lost Time Injury Frequency Rate (LTIFR)
	Total Recordable Frequency Rate (TRFR)

Definitions of the above are to be in accordance with those used by the New Zealand Transport Agency (<http://tinyurl.com/nzta-ohs-reporting>).

The Client's Consulting Engineer shall be notified of any incident in accordance with the standards below:

Incident Severity Class	Incident Classification	Notification timeframe
Class 1	Fatality	As soon as possible
	Notifiable Injury, Illness or Incident	As soon as possible
Class 2	Lost Time Injury	As soon as practicable but within 48 hours
	Medical Treatment	Within 72 hours

All Class 1 and Class 2 health and safety incidents must be formally investigated and reported to the Client's Consulting Engineer through an investigation report. This report shall be based on a sufficient level of investigation by the Contractor so that all the essential factors are recorded. Lessons learnt must be identified and communicated promptly. All findings must have substantive documentation. As a minimum the investigation report must include:

- Date and location of incident
- Summary of events
- Immediate cause of incident
- Underlying cause of incident
- Root cause of incident
- Immediate action taken
- Human factors
- Outcome of incident, e.g. severity of harm caused, injury, damage
- Corrective actions with clearly defined timelines and people responsible for implementation
- Recommendations for further improvement

Job Safety Analysis (JSA)

Add Organisation Name:

Ref: Version:

Business details			
Business name:			
ABN:		Contact person:	
Address:		Contact position:	
Contact phone number		Contact email address:	
Job Safety Analysis details			
Work activity:		Location:	
Who are involved in the activity:		This job analysis has been authorised by: Name: Position: Signature: Date:	
Plant and equipment used:			
Maintenance checks required:			
Tools used:			
Materials used:			
Personal protective equipment:			
Certificates, permits and/approvals required			
Relevant legislation, codes, standard MSDSs etc applicable to this activity			

Risk assessment

**Use the risk rating table to assess the level of risk for each job step.

		Likelihood				
		1	2	3	4	5
Consequence		Rare The event may occur in exceptional circumstances	Unlikely The event could occur sometimes	Moderate The event should occur sometimes	Likely The event will probably occur in most circumstances	Almost Certain The event is expected to occur in most circumstances
1	Insignificant No injuries or health issues	LOW	LOW	LOW	LOW	MODERATE
2	Minor First aid treatment	LOW	LOW	MODERATE	MODERATE	HIGH
3	Moderate Medical treatment, potential LTI	LOW	MODERATE	HIGH	HIGH	CRITICAL
4	Major Permanent disability or disease	LOW	MODERATE	HIGH	CRITICAL	CATASTROPHIC
5	Extreme Death	MODERATE	HIGH	CRITICAL	CATASTROPHIC	CATASTROPHIC

Risk rating:

Low risk: Acceptable risk and no further action required as long as risk has been minimised as possible. Risk needs to be reviewed periodically.

Moderate risk: Tolerable with further action required to minimise risk. Risk needs to be reviewed periodically.

High risk: Tolerable with further action required to minimise risk. Risk needs to be reviewed continuously.

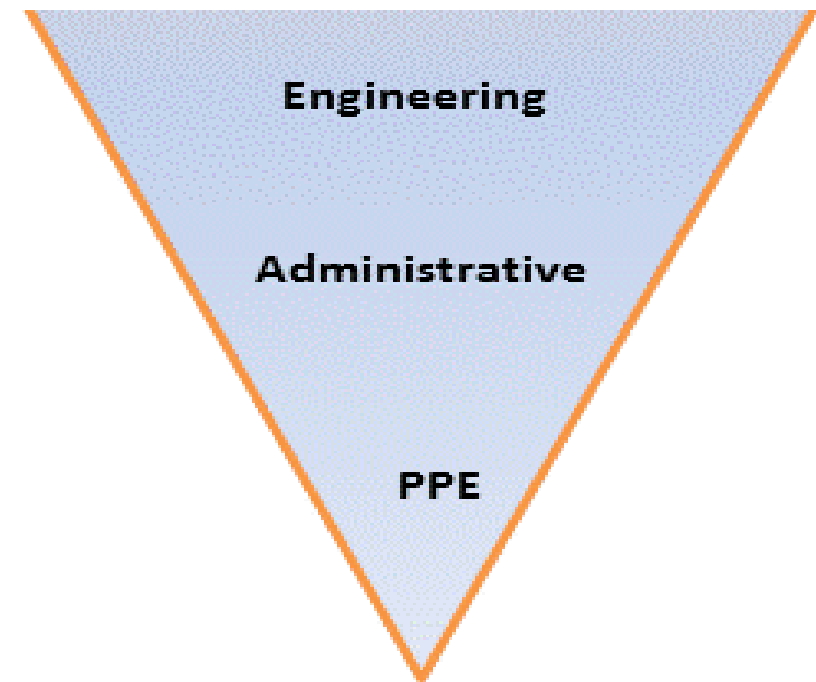
Critical risk: Unacceptable risk and further action required immediately to minimise risk.

Catastrophic: Unacceptable risk and urgent action required to minimise risk.

Risk controls

The hierarchy of control can be used as an effective tool to deal with health and safety issues at work. Use the type of control suggested as measures to deal with the hazard. Aim to use control measures from as high on the hierarchy of control list as possible. If that is not possible the next option down the list or a combination of the measures should be implemented. The least effective control measure is the use of personal protective equipment (PPE) and it should be used as a last resort or a support to other control measures. Information and training should be integrated with all levels of control to explain how controls work.

1. **Eliminate** – if it is possible, the hazard should be removed completely. For example, get rid of dangerous machines.
2. **Substitute** – replace something that produces the hazard with something that does not produce a hazard. For example, replacing solvent based paint with water based paint. Risk assessment on the substitution must be conducted to ensure that it will not pose another hazard.
3. **Engineering control** – isolate a person from the hazard by creating physical barrier or making changes to process, equipment or plant to reduce the hazard. For example, install ventilation systems.
4. **Administrative control** – change the way a person works by establishing policies and procedures to minimise the risks. For example, job scheduling to limit exposure and posting hazard signs.
5. Use **personal protective equipment** (PPE) – protect a person from the hazard by wearing PPE. For example, wearing gloves, safety glasses, hard hats and high-visibility clothing. PPE must be correctly fitted, used and maintained to provide protection.



Hierarchy of control

JSA – Action steps

Step No	Job step details	Potential hazards	Risk rating**	How to control risks***	Name of persons responsible for work

Review number:
Review number:

Version:
Version:

This job safety analysis has been developed through consultation with our employees and has been read, understood and signed by all employees undertaking the works:

Print Names:	Signatures:	Dates:

Review No	01	02	03	04	05	06	07	08
Initial:								
Date:								

Worker Planning and Management Guidelines

GENERAL

The Workers Camp Management Plan will be compliant with the specific prescriptions of the ESMP.

OBJECTIVES

To provide guidelines on the recruitment of workers and the selection, development, management, maintenance and restoration of workers' accommodation camp sites in order to avoid or mitigate against significant adverse environmental and social effects, both transient and permanent.

WORKER RECRUITMENT

The Contractor is required to minimise the number of skilled workers that are recruited from overseas. No unskilled labour will be sourced from overseas. The Contractor will maximise the number of skilled and unskilled workers that are recruited from the surrounding communities of the project.

The Contractor will be required to provide justification for any skilled workers that the wish to recruit from overseas and explain why this position cannot be filled locally.

WORKERS CAMP FACILITIES

All facilities in the Workers Camp must be complaint with the stipulations of the ESMP and the IFC Workers Accommodations and Standards. The camp shall be provided with the following minimum facilities:

- Canteen, dining hall and dormitories as required shall be constructed of suitable materials to provide a safe healthy environment for the workforce and which facilitate regular cleaning and the provision of ventilation and illumination.
- Ablution block with a minimum of one water closet toilet, one urinal and one shower per 10 personnel engaged either permanently or temporarily on the project. Separate toilet and wash facilities shall be provided for male and female employees.
- A sick bay and first aid station.
- Sewage collection facilities to allow for the treatment of black and grey wastewater discharge from toilets, washrooms, showers, kitchens, laundry and the like. The management of all camp wastewater shall be as prescribed in the PESMP.
- All camp facilities shall be maintained in a safe, clean, and or appropriate condition throughout the construction period.
- The contractor shall provide, equip, and maintain adequate first aid stations and erect conspicuous notice boards directing where these are situated and provide all required transport. The contractor shall comply with the government medical or labour requirements at all times and provide, equip and maintain dressing stations where directed and at all times have experienced first aid personnel available throughout the works for attending injuries.
- Throughout the period of the contract, the employer, the engineer, or their representatives shall have uninterrupted access to and from the camp for the purpose of carrying out routine inspections of all buildings, facilities or installations of whatever nature to ensure compliance with this specification.

WORKERS CAMP OPERATIONS

- The Contractor will be required to provide calculations of the amount of freshwater needed for the number of workers accommodated at the camp, and is to demonstrate how they will

provide this water. No currently existing freshwater resources along the two road sections will be used for the workers or for worker camp operations.

- The Contractor will be required to provide adequate provisions for the workers for the duration of the project so as not to deplete the available food sources of the community.
- All wastewater, solid waste, freshwater usage, noise levels, handling, and storage of hazardous materials shall be as prescribed in the PESMP.

MANAGEMENT OF OFF-DUTY WORKERS

- The Contractor will prepare a specific Code of Conduct to describe the expected behaviours of their project worker in relation to the local communities and their social sensitivities.
- The Contractor is to ensure that all overseas project staff undergo a cultural familiarisation session as part of their induction training. The purpose of this induction will be to introduce the project staff to the cultural sensitivities of the local communities and the expected behaviours of the staff in their interactions with these communities. The PST shall provide to the Contractor a list of approved service providers which shall include recognized NGOs and others for conducting this training.
- The Contractor is to stipulate the conditions under which visitors may attend the workers camp. Strict visiting hours should be enforced and all visitors will be required to sign in and out of the workers camp.
- The Contractor shall ensure that basic social/collective rest spaces are provided equipped with seating within the Workers Camp to help minimise the impact that the workers would have on the leisure and recreational facilities of the nearby communities. Provisions should also be made to provide the workers with an active recreation space within the camp.

WORKERS CAMP MANAGEMENT PLAN

A Workers Camp Management Plan shall be submitted as an annex to the CEMSP. The Workers Camp Management Plan shall describe how this document, the ESMP and the IFC Guidelines shall be implemented in the following:

- Recruitment strategy
- Accommodation
- Canteen and dining areas
- Ablutions
- Water supply
- Wastewater management system
- Proposed power supply
- Full Code of Conduct for Workers
- Recreational/leisure facilities for workers
- Visitors to the Workers Camp
- Interactions with the local communities

QUARRY MANAGEMENT SUB-PLAN GUIDELINE

1. Objective

The objective of this Sub-plan is to prescribe the safety requirements for the development and operation of quarries as well as to define procedures and works that shall be used to mitigate against adverse environmental effects.

2. Planning and Design

2.1 Quarry Sites

During the planning of a development project which will involve earthworks, potential quarry sites shall be identified. The potential sites shall be discussed during public consultations in regard to the project.

2.2 Land Acquisition

The Contractor will make lease arrangements with the titled landowner prior to any quarrying. The lease agreement must be approved by the Supervision Consultant and included in the CESMP. The government-issued land lease rates shall be applied, and all lease agreements will be entered into knowingly and voluntarily.

The consultant shall define potential quarry sites that may be used for the construction of the project. Such potential sites shall be identified on plans drawn to an appropriate scale, and the plans shall be displayed and discussed during public consultations.

2.3 Site Plans

Site plans for quarry development shall be included in drawings issued for tender, and the specification shall define the requirements of the contract in relation to quarry development and operation. The following design directives shall apply:

It is desirable that no quarry boundary is located within 500 metres of a public area or town or village, nor within 300 metres of any isolated dwelling. The designer shall provide site plans of potential quarry sites in the tender documents. Such plans shall show existing level contours, access road, natural watercourses and other relevant topographical features.

The area defined for quarry operation shall be based on the volume of aggregate to be quarried and, hence, the extent of quarry operation. It shall also provide the area necessary for stockpiling stripped overburden, the establishment of a crusher and screening plant, the stockpiling of crushed aggregate and the installation of stormwater cut off drains, silt retention ponds and staff amenities.

3. Construction

3.1 Quarry Management Plan (QMP)

Prior to commencing any physical works on site, a quarry development plan shall be prepared and approved by the Engineer and ECD. The QMP shall have due regard for the following:

- All operations shall comply with the laws of the Solomon Islands.
- Show the extent of overburden stripping and the stockpiling of same for later site restoration.

- Show the details and location of surface water drainage from the quarry site and the silt retention pond that will be constructed to settle silt and soil-contaminated water prior to its discharge to a natural water course.
- Show details of catch drains installed to intercept overland flow of surface water to prevent its discharge into the quarry area.
- State safety precautions to be implemented.
- Show facilities such as guardhouse, amenities block and other facilities to be constructed.
- Show location of aggregate stockpiles.
- List plant and equipment to be used in the development and operation of the quarry.
- Show the site of the proposed magazine for the storage of explosives.

On no account shall physical works be commenced for development of the quarry until an agreed QMP has been submitted to the Engineer. Thereafter all quarry operation shall be the entire responsibility of the contractor and shall be carried out in terms of the agreed management plan.

3.2 Safety Provisions

The following provisions shall be made in the operation of any quarry for the safety of all employees or persons on site:

- A daily register is to be maintained identifying all personnel who are engaged in or about the quarry.
- All persons engaged in the operation of the quarry shall be trained and have sufficient knowledge of and experience in the type of operation in which they are engaged.
- All persons engaged in the operation of the quarry shall be adequately supervised.
- Approved lighting shall be provided in inside working places where natural lighting is inadequate to provide safe working conditions.
- All personnel engaged in quarry operations shall wear a protective helmet of approved type at all times when on the quarry site.
- All personnel shall wear protective footwear while engaged in quarry operations.
- All employees engaged in operations on a quarry face at a height greater than 1.5 metres above the level of the quarry floor or bench floor shall be attached at all times to a properly secured safety rope by means of a safety belt.
- All persons whose duty it is to attend to moving machinery in or about any quarry shall wear close fitting and close fastened garments. Their hair shall be cut short or securely fixed and confined close to their head.
- All boilers, compressors, engines, gears, crushing and screening equipment and all moving parts of machinery shall be kept in a safe condition. Every flywheel and exposed moving parts of machinery shall be fitted with safety screens or safety fenced as appropriate.
- All elevated platforms, walkways and ladders shall be provided with adequate hand or safety rails or cages.
- Machinery shall not be cleaned manually while it is in motion nor oiled or greased while in motion.

Should any of the above safety measures be ignored or inoperative at any time then the engineer shall direct that quarry operations cease until all safety measures are provided and are in operating order.

3.3 Provision of First Aid

At every quarry there shall be provided the following first aid equipment:

- A suitably constructed stretcher with a warm, dry blanket.
- A first-aid box equipped to a standard acceptable to the Ministry of Health.

The quarry manager shall at least once every working week personally inspect the first-aid equipment to ensure that it complies with the requirements of this specification. Any supplies used from the first-aid box shall be replaced forthwith.

A person trained in first aid to the injured shall be available at the quarry during all operational periods of whatever nature.

3.4 Health Provisions

At every quarry a sufficient number of toilets and urinals shall be provided for the use of employees and shall be properly maintained and kept in a clean condition.

At every quarry a supply of potable water, sufficient for the needs of the persons employed, shall be provided. If persons are employed in places remote from the source of water supply, suitable clean containers of potable water shall be provided for their use.

Suitable facilities for washing shall be provided and maintained in a clean and tidy condition to the satisfaction of the employer, and those facilities shall be conveniently accessible for the use of persons employed in or about the quarry.

3.5 Quarry Manager

A manager who is experienced in all aspects of quarry operation and in particular safety procedures shall control every quarry. The manager shall be personally responsible for ensuring that all safety facilities are available and that safety procedures are followed.

The contractor shall nominate an experienced quarry manager in the submission of the tender for the works. The quarry manager shall have a recognised current "A" grade quarry manager's surface certificate and a recognised current quarry shot firer's certificate.

In the submission of the quarry manager's credentials with the tender documents, the contractor shall ensure that the credentials include certified true copies of the following documents:

- Grade quarry manager's surface certificate
- Quarry shot firer's certificate
- References from previous clients or employers demonstrating experience in:
 - The design and layout of quarries including the layout of benches, faces, access roads, drainage and crushing plant.
 - The methods of working quarry faces with particular reference to face stability and the safety of persons employed in or about the quarry
 - The safety of the public at large
 - The provision for and application of first aid.

The quarry manager's duties shall include:

- daily, within two hours immediately before the commencement of the first working shift of the day in any part of the quarry, inspect every working place and travelling road, and all adjacent places from which danger might arise, and shall forthwith make a true report of the inspection in a record book kept for the purpose at the quarry. The record book shall be accessible to the engineer and the persons employed in or about the quarry.

- at least once in every 24 hours examine the state of the safety appliances or gear connected with quarrying operations in the quarry, and shall record the examination in the record book.
- once in each week carefully examine the buildings, machinery, faces, benches, and all working places used in the quarrying operations, and shall forthwith after every such examination record in writing in the record book his opinion as to their condition and safety and as to any alterations or repairs required to ensure greater safety of the persons employed in the working of the quarry. The manager shall then ensure that any such alterations or repairs are carried out.

3.6 Vegetation

Vegetation shall be stripped from the proposed quarry development area. Before stripping any vegetation a survey shall be undertaken to determine the presence of any rare plant species. All necessary steps shall be taken to save plants classified as important. Care shall be taken to avoid damage to any vegetation outside the defined quarry area. On no account shall burning of vegetation be permitted.

3.7 Overburden Stripping

Overburden stripped from any proposed quarry area shall be stockpiled clear of the quarry operation to be used for site restoration at the completion of operations. Stockpiles shall be shaped and smoothed to minimise ingress of rainwater.

Surface water run off from stockpiles shall be intercepted by perimeter drains which shall be discharged to silt retention ponds.

Batters in overburden excavation shall be sloped to ensure they are safe and stable against failure.

The maximum height of any batter in overburden shall be 3 metres. Any higher batter in overburden shall have an intermediate bench at least 3.5 metres in width. Such benches shall be shaped and drained.

3.8 Blasting Operations

Blasting operations shall be conducted in a manner that will not cause danger to life or property.

All explosives shall be stored in purpose built locked magazines on a site within the quarry boundary but remote from blasting operations. Detonators shall be stored in a separate locked magazine but similarly sited.

A blasting operations manual shall be prepared for any quarry and such manual, which shall be maintained by the quarry manager, shall stipulate procedures for at least the following:

- Operation of magazines for the storage of explosives and for the storage of detonators.
- The quantity of explosive that may be removed from a magazine at any one time.
- The procedure for quarry explosive cases.
- Persons allowed to fire shots.
- Explosives to be carried in securely covered containers.
- Tamping of explosives.
- Diameter of drill holes.
- Time when charges are to be fired.
- Detonation delay.

- Firing warnings.
- Blasting shelters.
- Treatment of misfired charges
- Inspection of work site after each detonation by the quarry manager or an approved person appointed in writing by the quarry manager.

A person specially appointed in writing by the quarry manager for the purpose shall be in charge of every magazine, and shall have keys to one of the locks. That person shall be responsible for the safe storage of explosives contained therein, for the distribution of explosives therefrom, and for the keeping of accurate records of stocks and issues in a book provided for the purpose. A second person, appointed by the employer shall have keys to the second lock. Both persons shall be present to unlock the magazine, and note the removal of stock and ensure both locks are subsequently secured.

- Explosives shall be used in the same order as that in which they were received into the magazine.
- Naked lights shall not be introduced into a magazine or into any working place in a quarry where explosives are temporarily stored.
- Explosives shall not be taken from a magazine in quantities exceeding that required for use during one shift, and any surplus explosives shall be returned to the magazine at the end of that shift.
- No case or carton containing explosives shall be opened in the storage area of any magazine.
- Instruments made solely of wood, brass, or copper shall be used in opening cases or cartons of explosives, and the contractor shall provide and keep suitable instruments for that purpose.
- The preparation of charges and the charging, tamping, and firing of all explosive charges in or about a quarry shall be carried out under the personal supervision of the quarry manager.

3.9 Dust Suppression

Operation of any quarry shall incorporate dust suppression measures. Dust generation during blasting operations shall be minimised. All haul roads shall be regularly dampened by spray bars fitted to water tankers or similar systems in order to minimise dust generation by traffic movements. Crushers, screens and stockpiles shall be dampened by appropriate water sprays to minimise dust generation.

4. Rehabilitation

A realistic Rehabilitation Plan will be developed and rehabilitation planning shall begin as early as possible in the quarry life cycle in order to be fully effective. Once objectives are set, rehabilitation activities should be defined and performed in order to achieve these goals.

The objectives of a rehabilitation plan should be based upon the specific characteristics of the extraction site and should reflect:

- Legislative requirements
- Health and safety considerations
- Environmental and social characteristics of the quarry and surrounding area
- Biodiversity of area
- Ecosystem services provided within the sites ecological boundaries

- Operating plan for the quarry – technical feasibility of the rehabilitation objectives will be affected by the manner in which the quarry operates
- Status of the quarrying area of existing operating site
- Characteristics of the deposit (geology and hydrology)
- Impacts arising from operation of the site
- Post closure land use plan

Rehabilitation plans should adopt the following structure:

- a. Context
- b. Objectives
- c. Action plans
- d. Prioritised actions and schedule
- e. Monitoring and evaluation
- f. Rehabilitation and post-closure costs
- g. Roles and responsibilities
- h. Compatibility with biodiversity

5. Consent

5.1 Consent Required

In accordance with the Mines and Minerals Act 1996) and any other relevant legislation, any person who engages in quarry development or operations shall first obtain Building Materials Permit for the proposed activity.

5.2 Application for Consent

Permit applications shall be on an approved form and shall be submitted by to the Commissioner. Applications shall be accompanied by such other documents as ECD may require. The Commissioner must not issue or renew any permit unless a copy of the application has been exhibited for a period of not less than 30 days at the headquarters of the area council of the local government council responsible for the land which is the subject of the application.

5.3 Special Conditions

The Commissioner may, by notice served on the applicant, require further information in respect of the application as the Commissioner considers relevant or necessary. The applicant must comply with the notice.

Appendix D: SIRAP2 AF Code of Conduct and Action Plan for the Prevention of GBV and SAE

CODES OF CONDUCT AND ACTION PLAN FOR IMPLEMENTING ESHS AND OHS STANDARDS, AND PREVENTING GENDER BASED VIOLENCE ON PACIFIC ISLAND COUNTRY TRANSPORT PROJECTS

Background

The purpose of these *Codes of Conduct and Action Plan for Implementing ESHS and OHS Standards, and Preventing Gender Based Violence* is to introduce a set of key definitions, core Codes of Conduct, and guidelines for application on World Bank financed transport projects in Pacific Island Countries (PICs) that:

- i. clearly define obligations on all project staff (including sub-contractors and day workers) with regard to implementing the project's environmental, social, health and safety (ESHS) and occupational health and safety (OHS) requirements, and;
- ii. help prevent, report and address Gender Based Violence (GBV) within the work site and in its immediate surrounding communities.

The application of these Codes of Conduct will help ensure the project meets its ESHS and OHS objectives, as well as preventing and/or mitigating the risks of GBV on the project and in the local communities.

These Codes of Conduct are to be adopted by all those working on the project—including subcontractors—and are meant to:

- i. create awareness of the ESHS and OHS expectations on the project;
- ii. create common awareness about GBV and:
 - (a) ensure a shared understanding that GBV has no place on the project; and,
 - (b) create a clear system for identifying, responding to, and sanctioning GBV incidents.

Ensuring that all project staff understand the values of the project, understanding expectations for all employees, and acknowledging the consequences for violations of these values, will help to create smoother, more respectful and productive project implementation thereby helping ensure that the project's development objectives will be achieved.

Definitions

The following definitions apply:

ESHS and General Project

- **Environmental, Social, Health and Safety (ESHS):** an umbrella term covering issues related to the impact of the project on the environment, communities and workers.
- **Occupational Health and Safety (OHS):** Occupational health and safety is concerned with protecting the safety, health and welfare of people engaged in work or employment, and the surrounding communities. The enjoyment of these standards at the highest levels is a basic human right that should be accessible by each worker.
- **Key Documents:**
 - **Project Environmental and Social Management Plan (ESMP):** The safeguards document prepared prior to project approval by the World Bank identifying the activities to be undertaken, key risks (based on ESIA if available), and their mitigation measures.
 - **Contractors Environmental and Social Management Plan (C-ESMP):** the plan prepared by the contractor outlining how they will implement the works activities in accordance with the project's environmental and social management plan (ESMP). As shown in Figure 2, the C-ESMP also contains a number of management plans, in particular, the OHS Management Plan.
 - **Codes of Conduct:** the Codes of Conduct adopted for the project (or individual companies) covering the commitment of the company, and the responsibilities of managers and individuals with regards to ESHS, OHS and GBV.
- **Key Project Actors:**
 - **Consultant:** is as any firm, company, organization or other institution that has been awarded a contract to provide consulting services to the project, and has hired managers and/or employees to conduct this work.
 - **Contractor:** is any firm, company, organization or other institution that has been awarded a contract to conduct infrastructure development works for the project and has hired managers and/or employees to conduct this work. This also includes sub-contractors hired to undertake activities on behalf of the contractor.
 - **Manager:** is any individual offering labor to the contractor or consultant, on or off the work site, under a formal or informal employment contract and in exchange for a salary, with responsibility to control or direct the activities of a contractor's or consultant's team, unit, division or similar, and to supervise and manage a pre-defined number of employees.
 - **Employee:** is any individual offering labor to the contractor or consultant within country on or off the work site, under a formal or informal employment contract or arrangement, typically, but not necessarily (e.g. including unpaid interns and volunteers), in exchange for a salary, with no responsibility to manage or supervise other employees.
- **Grievance Redress Mechanism (GRM):** is the process established by a project to receive and address complaints related to the project—not just GBV but related to any aspect of the project. The GRM needs to: (i) allow for multiple channels to receive complaints; (ii) be readily

accessible, allowing complaints to be made in different ways; and, (iii) have appropriate protocols to handle GBV complaints including empathetic listening and assurance of confidentiality.

- **Work Site:** is the area in which infrastructure development works are being conducted, as part of the project. Consulting assignments are considered to have the areas in which they are active as their work sites.
- **Work Site Surroundings:** is the 'Project Area of Influence' which are any area, urban or rural, directly affected by the project, including all human settlements found in it.

GBV

Key definitions: With reference to the focus areas for in Figure 1, there are a number of key definitions for understanding GBV:

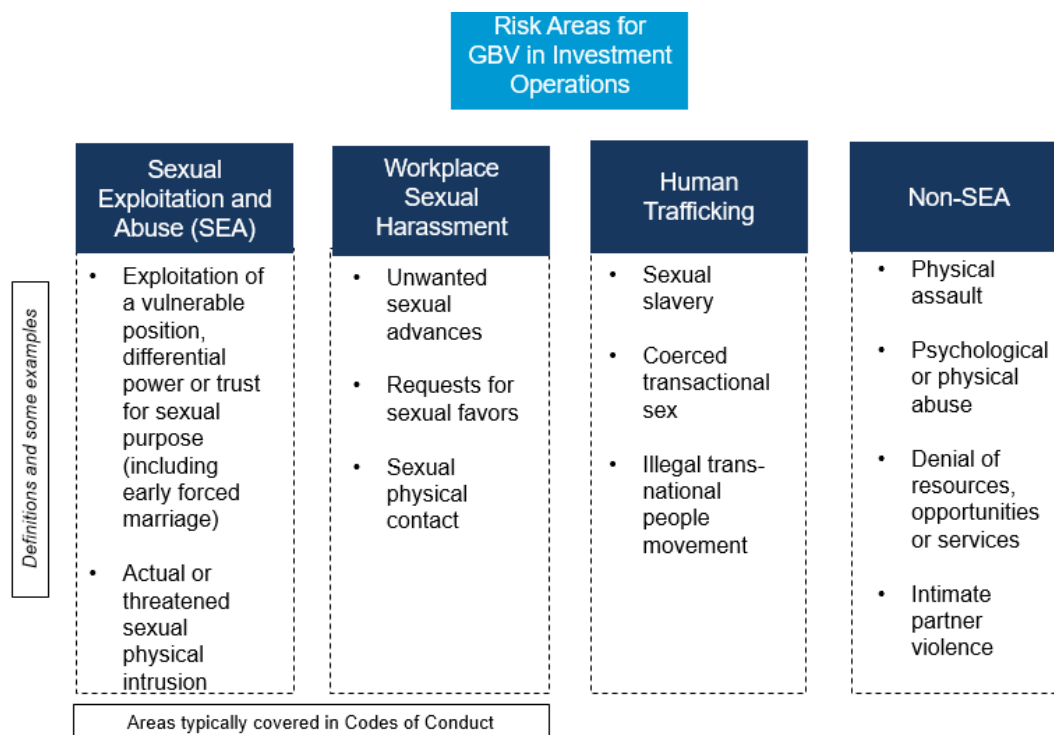
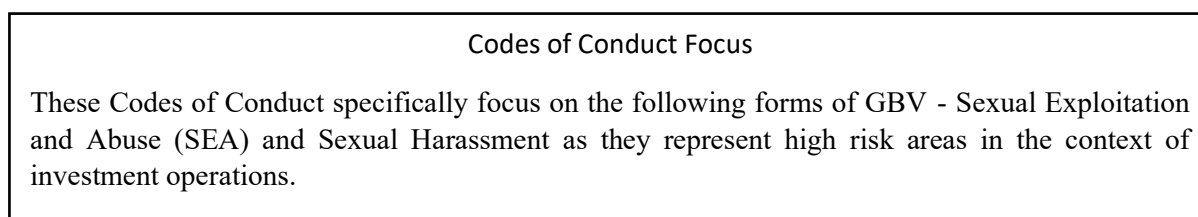


Figure 1: Types of GBV that may be Exacerbated by Investment Operations



- **Gender Based Violence (GBV):** is an umbrella term for any harmful act that is perpetrated against a person's will and that is based on socially ascribed (that is, gender) differences between male and female individuals. GBV includes acts that inflict physical, mental, or sexual

harm or suffering; threats of such acts; and coercion and other deprivations of liberty, whether occurring in public or in private life.

- **Sexual Exploitation and Abuse (SEA):** Sexual exploitation is a facet of GBV that is defined as any actual or attempted abuse of a position of vulnerability, differential power, or trust for sexual purposes, including but not limited to, profiting monetarily, socially or politically from the sexual exploitation of another. In the context of World Bank supported projects, SEA occurs against a beneficiary or member of the community.
 - **Sexual abuse** is further defined as the actual or threatened physical intrusion of a sexual nature whether by force or under unequal or coercive conditions.
 - **Child sexual abuse:** is defined by the age of the survivor. It includes different forms of sexual violence, involves either explicit force or coercion or cases in which the survivor cannot consent because of his or her age. Sexual activity with anyone below the age of 18, except in cases of pre-existing marriage, constitutes child sexual abuse. Mistaken belief regarding the age of the child and/or receipt of consent from the child is not a defense.
- **Sexual harassment:** occurs between personnel and staff on the project, and involves any unwelcome sexual advance or unwanted verbal or physical conduct of a sexual nature. (e.g. looking somebody up and down; kissing; whistling and catcalls; in some instances, giving personal gifts). The distinction between the SEA and sexual harassment is important so that agency policies and staff trainings can include specific instruction on the procedures to report each.
 - **Sexual favors:** is a form of sexual harassment and includes making promises of favorable treatment (e.g. promotion) or threats of unfavorable treatment (e.g. loss of job) dependent on sexual acts—or other forms of humiliating, degrading or exploitative behavior.
- **Child protection (CP):** Is an activity or initiative designed to protect children from any form of harm, particularly arising from child abuse and exploitation.
 - **Child:** is used interchangeably with the term ‘minor’ and refers to a person under the age of 18. This is in accordance with Article 1 of the United Nations Convention on the Rights of the Child.
 - **Child Abuse and Exploitation (CAE):** the physical, sexual or psychological harm of children including using for profit, labor, sexual gratification, or some other personal or financial advantage. This also includes other activities such as using computers, mobile phones, or video and digital cameras appropriately, and never to exploit or harass children or to access child pornography through any mediums
 - **Grooming:** are behaviors that make it easier for a perpetrator to procure a child for sexual activity. For example, an offender might build a relationship of trust with the child, and then seek to sexualize that relationship (for example by encouraging romantic feelings or exposing the child to sexual concepts through pornography).
 - **Online Grooming:** is the act of sending an electronic message to a recipient who the sender believes to be a minor, with the intention of developing a relationship of trust that can be abused by procuring the recipient to engage in or submit to sexual activity with another person, including but not necessarily limited to the sender. This includes engaging in online sexual activities, such as messages, videos and photos with sexual content either sent to or procured from a child.

Other definitions: In addressing the issues raised above related to GBV there are a number of considerations which need to be clearly defined:

- **Rape:** non-consensual penetration (however slight) of the vagina, anus or mouth with a penis, other body part, or an object.
- **Consent:** refers to when an adult makes an informed choice to agree freely and voluntarily to do something. In accordance with the United Nations Convention on the Rights of the Child, the World Bank considers that consent cannot be given by children under the age of 18, even if national legislation of the country into which the CoC is introduced has a lower age. Mistaken belief regarding the age of the child and consent from the child is not a defense. There is **no** consent when agreement is obtained through:
 - The use of threats, force or other forms of coercion, abduction, fraud, manipulation, deception, or misrepresentation,
 - The use of a threat to withhold a benefit to which the person is already entitled, or,
 - A promise made to the person to provide a benefit.
- **Perpetrator:** the person(s) who commit(s) or threaten(s) to commit an act or acts of GBV.
- **Survivor/Survivors:** the person(s) adversely affected by GBV. Women, men and children can be survivors of GBV.
- **GBV Service Provider:** is an independent organization trusted by the local communities with the skills and resources to provide support to survivors of GBV, as well as training to reduce the risks of GBV.
- **Third-Party Monitor (TPM) or Independent Verification Agent (IVA):** an organization commissioned to independently monitor and report on the effectiveness of the implementation of the GBV activities on the project. TPMs are financed independent of the project; IVAs are financed by the project.
- **Investigation and resolution of GBV allegations:**
 - **GBV Allegation Procedure:** is the prescribed procedure to be followed when reporting incidents of GBV.
 - **Accountability Measures:** are the measures put in place to ensure the confidentiality of survivors and to hold contractors, consultants and the client responsible for instituting a fair system of addressing cases of GBV.
 - **Response Protocol:** are the mechanisms set in place to respond to cases of GBV.
 - **GBV Complaints Team (GCT):** a team established by the project to address GBV issues.

Codes of Conduct

This chapter presents three Codes of Conduct for use:

- i. **Company Code of Conduct:** Commits the company to addressing EHS, OHS and GBV issues;
- ii. **Manager's Code of Conduct:** Commits managers to implementing the Company Code of Conduct, as well as those signed by individuals; and,
- iii. **Individual Code of Conduct:** Code of Conduct for everyone working on the project, including managers.

Company Code of Conduct

Implementing ESHS and OHS Standards

Preventing Gender Based Violence

The company is committed to ensuring that the project is implemented in such a way which minimizes any negative impacts on the local environment, communities, and its workers. This will be done by respecting the environmental, social, health and safety (ESHS) standards, and ensuring appropriate occupational health and safety (OHS) standards are met. The company is also committed to creating and maintaining an environment where children under the age of 18 will be protected, and where Sexual Exploitation and Abuse (SEA) and sexual harassment have no place. Improper actions towards children, SEA and sexual harassment are acts of Gender Based Violence (GBV) and as such will not be tolerated by any employee, sub-contractors, supplier, associate, or representative of the company.

Therefore, to ensure that all those engaged in the project are aware of this commitment, the company commits to the following core principles and minimum standards of behavior that will apply to all company employees, associates, and representatives, including sub-contractors and suppliers, without exception:

General

1. The company—and therefore all employees, associates, representatives, sub-contractors and suppliers—commits to complying with all relevant national laws, rules and regulations.
2. The company commits to full implementing its ‘Contractors Environmental and Social Management Plan’ (C-ESMP) as approved by the client.
3. The company commits to treating women, children (persons under the age of 18), and men with respect regardless of race, color, language, religion, political or other opinion, national, ethnic or social origin, property, disability, birth or other status. Acts of GBV are in violation of this commitment.
4. The company shall ensure that interactions with local community members are done with respect and non-discrimination.
5. Demeaning, threatening, harassing, abusive, culturally inappropriate, or sexually provocative language and behavior are prohibited among all company employees, associates, and its representatives, including sub-contractors and suppliers.
6. The company will follow all reasonable work instructions (including regarding environmental and social norms).
7. The company will protect and ensure proper use of property (for example, to prohibit theft, carelessness or waste).

Health and Safety

8. The company will ensure that the project’s OHS Management Plan is effectively implemented by company’s staff, as well as sub-contractors and suppliers.
9. The company will ensure that all persons on-site wear prescribed and appropriate personal protective equipment, preventing avoidable accidents, and reporting conditions or practices that pose a safety hazard or threaten the environment.
10. The company will:
 - i. prohibit the use of alcohol during work activities.
 - ii. prohibit the use of narcotics or other substances which can impair faculties at all times.

11. The company will ensure that adequate sanitation facilities are available on site and at any worker accommodations provided to those working on the project.
12. The company will not hire children under the age of 18 for construction work, or allow them on the work site, due to the hazardous nature of construction sites.

Gender Based Violence

13. Acts of GBV constitute gross misconduct and are therefore grounds for sanctions, which may include penalties and/or termination of employment and, if appropriate, referral to the Police for further action.
14. All forms of GBV, are unacceptable, regardless of whether they take place on the work site, the work site surroundings, at worker's camps or within the local community.
15. Sexual harassment of work personnel and staff (e.g. making unwelcome sexual advances, requests for sexual favors, and other verbal or physical conduct of a sexual nature) are acts of GBV and are prohibited.
16. Sexual favors (e.g. making promises of favorable treatment such as promotions, threats of unfavorable treatment such as losing a job, payments in kind or in cash dependent on sexual acts) and any form of humiliating, degrading or exploitative behavior are prohibited.
17. The use of prostitution in any form at any time is strictly prohibited.
18. Sexual contact or activity with children under 18—including through digital media—is prohibited. Mistaken belief regarding the age of a child is not a defense. Consent from the child is also not a defense or excuse.
19. Unless there is full consent²⁷ by all parties involved in the sexual act, sexual interactions between the company's employees (at any level) and members of the communities surrounding the workplace are prohibited. This includes relationships involving the withholding/promise of actual provision of benefit (monetary or non-monetary) to community members in exchange for sex (including prostitution). Such sexual activity is considered "non-consensual" within the scope of this Code.
20. In addition to company sanctions, legal prosecution of those who commit acts of GBV will be pursued if appropriate.
21. All employees, including volunteers and sub-contractors are highly encouraged to report suspected or actual acts of GBV by a fellow worker, whether in the same company or not. Reports must be made in accordance with project's GBV Allegation Procedures.
22. Managers are required to report and act to address suspected or actual acts of GBV as they have a responsibility to uphold company commitments and hold their direct reports responsible.

Implementation

To ensure that the above principles are implemented effectively the company commits to:

23. Ensuring that all managers sign the project's 'Manager's Code of Conduct' detailing their responsibilities for implementing the company's commitments and enforcing the responsibilities in the 'Individual Code of Conduct'.

²⁷ **Consent:** refers to when an adult makes an informed choice to agree freely and voluntarily to do something. There is **no** consent when agreement is obtained through the use of threats, force or other forms of coercion, abduction, fraud, manipulation, deception, or misrepresentation; the use of a threat to withhold a benefit to which the person is already entitled, or; a promise made to the person to provide a benefit. In accordance with the United Nations Convention on the Rights of the Child, the World Bank considers that consent cannot be given by children under the age of 18, even if national legislation of the country into which the Code of Conduct is introduced has a lower age. Mistaken belief regarding the age of the child and consent from the child is not a defense.

24. Ensuring that all employees sign the project's 'Individual Code of Conduct' confirming their agreement to comply with ESHS and OHS standards, and not to engage in activities resulting in GBV, child endangerment or abuse, or sexual harassment.
25. Displaying the Company and Individual Codes of Conduct prominently and in clear view at workers' camps, offices, and in public areas of the workspace. Examples of areas include waiting, rest and lobby areas of sites, canteen areas and health clinics.
26. Ensuring that posted and distributed copies of the Company and Individual Codes of Conduct are translated into the appropriate language of use in the work site areas as well as for any international staff in their native language.
27. Ensuring that an appropriate person is nominated as the company's 'Focal Point' for addressing GBV issues, including representing the company on the GBV Complaints Team (GCT) which is comprised of representatives from the client, contractor(s), the supervision consultant, and local GBV Service Provider.
28. Ensuring that an effective GBV Action Plan is developed in consultation with the GCT which includes as a minimum:
 - i. **GBV Allegation Procedure** to report GBV issues through the project Grievance Redress Mechanism (Section 4.3 Action Plan);
 - ii. **Accountability Measures** to protect confidentiality of all involved (Section 4.4 Action Plan); and,
 - iii. **Response Protocol** applicable to GBV survivors and perpetrators (Section 4.7 Action Plan).
29. Ensuring that the company effectively implements the agreed final GBV Action Plan, providing feedback to the GCT for improvements and updates as appropriate.
30. Ensuring that all employees attend an induction training course prior to commencing work on site to ensure they are familiar with the company's commitments to ESHS and OHS standards, and the project's GBV Codes of Conduct.
31. Ensuring that all employees attend a mandatory training course once a month for the duration of the contract starting from the first induction training prior to commencement of work to reinforce the understanding of the project's ESHS and OHS standards and the GBV Code of Conduct.

I do hereby acknowledge that I have read the foregoing Company Code of Conduct, and on behalf of the company agree to comply with the standards contained therein. I understand my role and responsibilities to support the project's OHS and ESHS standards, and to prevent and respond to GBV. I understand that any action inconsistent with this Company Code of Conduct or failure to act mandated by this Company Code of Conduct may result in disciplinary action.

Company name: _____

Signature: _____

Printed Name: _____

Title: _____

Date: _____

Manager's Code of Conduct

Implementing ESHS and OHS Standards

Preventing Gender Based Violence

The company is committed to ensuring that the project is implemented in such a way which minimizes any negative impacts on the local environment, communities, and its workers. This will be done by respecting the environmental, social, health and safety (ESHS) standards, and ensuring appropriate occupational health and safety (OHS) standards are met. The company is also committed to creating and maintaining an environment where children under the age of 18 will be protected, and where Sexual Exploitation and Abuse (SEA) and sexual harassment have no place. Improper actions towards children, SEA and sexual harassment are acts of Gender Based Violence (GBV) and as such will not be tolerated by any employee, sub-contractors, supplier, associate, or representative of the company.

Managers at all levels have a responsibility to uphold the company's commitment. Managers need to support and promote the implementation of the Company Code of Conduct. To that end, managers must adhere to this Manager's Code of Conduct and also to sign the Individual Code of Conduct. This commits them to supporting the implementation of the Contractor's Environmental and Social Management Plan (C-ESMP), the OHS Management Plan, and developing systems that facilitate the implementation of the GBV Action Plan.

Managers need to maintain a safe workplace, as well as a GBV-free environment at the workplace and in the local community. Their responsibilities to achieve this include but are not limited to:

Implementation

1. To ensure maximum effectiveness of the Company and Individual Codes of Conduct:
 - i. Prominently displaying the Company and Individual Codes of Conduct in clear view at workers' camps, offices, and in public areas of the workspace. Examples of areas include waiting, rest and lobby areas of sites, canteen areas and health clinics.
 - ii. Ensuring all posted and distributed copies of the Company and Individual Codes of Conduct are translated into the appropriate language of use in the work site areas as well as for any international staff in their native language.
2. Verbally and in writing explain the Company and Individual Codes of Conduct to all staff.
3. Ensure that:
 - i. All direct reports sign the 'Individual Code of Conduct', including acknowledgment that they have read and agree with the Code of Conduct.
 - ii. Staff lists and signed copies of the Individual Code of Conduct are provided to the OHS Manager, the GBV Complaints Team (GCT), and the client.
 - iii. Participate in training and ensure that staff also participate as outlined below.
 - iv. Put in place a mechanism for staff to:
 - (a) report concerns on ESHS or OHS compliance; and,
 - (b) confidentially report GBV incidents through the Grievance Redress Mechanism (GRM)

- v. Staff are encouraged to report suspected or actual ESHS, OHS, GBV issues, emphasizing the staff's responsibility to the Company and the country hosting their employment, and emphasizing the respect for confidentiality.
- 4. In compliance with applicable laws and to the best of your abilities, prevent perpetrators of sexual exploitation and abuse from being hired, re-hired or deployed. Use background and criminal reference checks for all employees nor ordinarily resident in the country where the works are taking place.
- 5. Ensure that when engaging in partnership, sub-contractor, supplier or similar agreements, these agreements:
 - i. Incorporate the ESHS, OHS, GBV Codes of Conduct as an attachment.
 - ii. Include the appropriate language requiring such contracting entities and individuals, and their employees and volunteers, to comply with the Individual Codes of Conduct.
 - iii. Expressly state that the failure of those entities or individuals, as appropriate, to ensure compliance with the ESHS and OHS standards, take preventive measures against GBV, to investigate allegations thereof, or to take corrective actions when GBV has occurred, shall not only constitute grounds for sanctions and penalties in accordance with the Individual Codes of Conduct but also termination of agreements to work on or supply the project.
- 6. Provide support and resources to the GCT to create and disseminate internal sensitization initiatives through the awareness-raising strategy under the GBV Action Plan.
- 7. Ensure that any GBV complaint warranting Police action is reported to the Police, the client and the World Bank immediately.
- 8. Report and act in accordance with the agreed response protocol any suspected or actual acts of GBV.
- 9. Ensure that any major ESHS or OHS incidents are reported to the client and the supervision engineer immediately, non-major issues in accordance with the agreed reporting protocol.
- 10. Ensure that children under the age of 18 are not present at the construction site or engaged in any hazardous activities.

Training

- 11. The managers are responsible to:
 - i. Ensure that the OHS Management Plan is implemented, with suitable training required for all staff, including sub-contractors and suppliers; and,
 - ii. Ensure that staff have a suitable understanding of the C-ESMP and are trained as appropriate to implement the C-ESMP requirements.
- 12. All managers are required to attend an induction manager training course prior to commencing work on site to ensure that they are familiar with their roles and responsibilities in upholding the GBV elements of these Codes of Conduct. This training will be separate from the induction training course required of all employees and will provide managers with the necessary understanding and technical support needed to begin to develop the GBV Action Plan for addressing GBV issues.
- 13. Managers are required to attend and assist with the project facilitated monthly training courses for all employees. Managers will be required to introduce the trainings and announce the self-evaluations, including collecting satisfaction surveys to evaluate training experiences and provide advice on improving the effectiveness of training.
- 14. Ensure that time is provided during work hours and that staff prior to commencing work on site attend the mandatory project facilitated induction training on:
 - i. OHS and ESHS; and,
 - ii. GBV required of all employees.
- 15. During civil works, ensure that staff attend ongoing OHS and ESHS training, as well as the monthly mandatory refresher training course required of all employees to on GBV.

Response

- 16. Managers will be required to take appropriate actions to address any ESHS or OHS incidents.

17. Regarding GBV:
- i. Provide input to the GBV Allegation Procedures and Response Protocol developed by the GCT as part of the final cleared GBV Action Plan.
 - ii. Once adopted by the Company, managers will uphold the Accountability Measures set forth in the GBV Action Plan to maintain the confidentiality of all employees who report or (allegedly) perpetrate incidences of GBV (unless a breach of confidentiality is required to protect persons or property from serious harm or where required by law).
 - iii. If a manager develops concerns or suspicions regarding any form of GBV by one of his/her direct reports, or by an employee working for another contractor on the same work site, s/he is required to report the case using the GRM.
 - iv. Once a sanction has been determined, the relevant manager(s) is/are expected to be personally responsible for ensuring that the measure is effectively enforced, within a maximum timeframe of 14 days from the date on which the decision to sanction was made by the GCT.
 - v. If a Manager has a conflict of interest due to personal or familial relationships with the survivor and/or perpetrator, he/she must notify the Company and the GCT. The Company will be required to appoint another manager without a conflict of interest to respond to complaints.
 - vi. Ensure that any GBV issue warranting Police action is reported to the Police, the client and the World Bank immediately
18. Managers failing address ESHS or OHS incidents or failing to report or comply with the GBV provisions may be subject to disciplinary measures, to be determined and enacted by the cCompany's CEO, Managing Director or equivalent highest-ranking manager. Those measures may include:
- i. Informal warning.
 - ii. Formal warning.
 - iii. Additional Training.
 - iv. Loss of up to one week's salary.
 - v. Suspension of employment (without payment of salary), for a minimum period of 1 month up to a maximum of 6 months.
 - vi. Termination of employment.
19. Ultimately, failure to effectively respond to ESHS, OHS, and GBV cases on the work site by the company's managers or CEO may provide grounds for legal actions by authorities.

I do hereby acknowledge that I have read the foregoing Manager's Code of Conduct, do agree to comply with the standards contained therein and understand my roles and responsibilities to prevent and respond to ESHS, OHS, and GBV requirements. I understand that any action inconsistent with this Manager's Code of Conduct or failure to act mandated by this Manager's Code of Conduct may result in disciplinary action.

Signature: _____

Printed Name: _____

Title: _____

Date: _____

Individual Code of Conduct

Implementing ESHS and OHS Standards

Preventing Gender Based Violence

I, _____, acknowledge that adhering to environmental, social, health and safety (ESHS) standards, following the project's occupational health and safety (OHS) requirements, and preventing Gender Based Violence (GBV) is important.

The Company considers that failure to follow ESHS and OHS standards, or to partake in activities constituting GBV—be it on the work site, the work site surroundings, at workers' camps, or the surrounding communities—constitute acts of gross misconduct and are therefore grounds for sanctions, penalties or potential termination of employment. Prosecution by the Police of those who commit GBV may be pursued if appropriate.

I agree that while working on the project I will:

- Consent to Police background check.
- Attend and actively partake in training courses related to ESHS, OHS, and GBV as requested by my employer.
- Will wear my personal protective equipment (PPE) at all times when at the work site or engaged in project related activities.
- Take all practical steps to implement the contractor's environmental and social management plan (C-ESMP).
- Implement the OHS Management Plan.
- Adhere to a zero-alcohol policy during work activities, and refrain from the use of narcotics or other substances which can impair faculties at all times.
- Treat women, children (persons under the age of 18), and men with respect regardless of race, color, language, religion, political or other opinion, national, ethnic or social origin, property, disability, birth or other status.
- Not use language or behavior towards women, children or men that is inappropriate, harassing, abusive, sexually provocative, demeaning or culturally inappropriate.
- Not sexually exploit or abuse project beneficiaries and members of the surrounding communities.
- Not engage in sexual harassment of work personnel and staff—for instance, making unwelcome sexual advances, requests for sexual favors, and other verbal or physical conduct of a sexual nature is prohibited. E.g. looking somebody up and down; kissing, howling or smacking sounds; hanging around somebody; whistling and catcalls; in some instances, giving personal gifts.
- Not engage in sexual favors—for instance, making promises of favorable treatment (e.g. promotion), threats of unfavorable treatment (e.g. loss of job) or payments in kind or in cash, dependent on sexual acts—or other forms of humiliating, degrading or exploitative behavior.
- Not use prostitution in any form at any time.
- Not participate in sexual contact or activity with children under the age of 18—including grooming, or contact through digital media. Mistaken belief regarding the age of a child is not a defense. Consent from the child is also not a defense or excuse.
- Unless there is the full consent²⁸ by all parties involved, I will not have sexual interactions with members of the surrounding communities. This includes relationships involving the withholding

²⁸ **Consent** is defined as the informed choice underlying an individual's free and voluntary intention, acceptance or agreement to do something. No consent can be found when such acceptance or agreement is obtained using threats, force or other forms of coercion, abduction, fraud,

or promise of actual provision of benefit (monetary or non-monetary) to community members in exchange for sex (including prostitution). Such sexual activity is considered “non-consensual” within the scope of this Code.

- Consider reporting through the GRM or to my manager any suspected or actual GBV by a fellow worker, whether employed by my company or not, or any breaches of this Code of Conduct.

With regard to children under the age of 18:

- Bring to the attention of my manager the presence of any children on the construction site or engaged in hazardous activities.
- Wherever possible, ensure that another adult is present when working in the proximity of children.
- Not invite unaccompanied children unrelated to my family into my home, unless they are at immediate risk of injury or in physical danger.
- Not use any computers, mobile phones, video and digital cameras or any other medium to exploit or harass children or to access child pornography (see also “Use of children's images for work related purposes” below).
- Refrain from physical punishment or discipline of children.
- Refrain from hiring children for domestic or other labor below the minimum age of 14 unless national law specifies a higher age, or which places them at significant risk of injury.
- Comply with all relevant local legislation, including labor laws in relation to child labor and World Bank’s safeguard policies on child labor and minimum age.
- Take appropriate caution when photographing or filming children (See Annex 2 for details).

Use of children's images for work related purposes

When photographing or filming a child for work related purposes, I must:

- Before photographing or filming a child, assess and endeavor to comply with local traditions or restrictions for reproducing personal images.
- Before photographing or filming a child, obtain informed consent from the child and a parent or guardian of the child. As part of this I must explain how the photograph or film will be used.
- Ensure photographs, films, videos and DVDs present children in a dignified and respectful manner and not in a vulnerable or submissive manner. Children should be adequately clothed and not in poses that could be seen as sexually suggestive.
- Ensure images are honest representations of the context and the facts.
- Ensure file labels do not reveal identifying information about a child when sending images electronically.

Sanctions

I understand that if I breach this Individual Code of Conduct, my employer will take disciplinary action which could include:

deception, or misrepresentation. In accordance with the United Nations Convention on the Rights of the Child, the World Bank considers that consent cannot be given by children under the age of 18, even if national legislation of the country into which the Code of Conduct is introduced has a lower age. Mistaken belief regarding the age of the child and consent from the child is not a defense.

1. Informal warning.
2. Formal warning.
3. Additional Training.
4. Loss of up to one week's salary.
5. Suspension of employment (without payment of salary), for a minimum period of 1 month up to a maximum of 6 months.
6. Termination of employment.
7. Report to the Police if warranted.

I understand that it is my responsibility to ensure that the environmental, social, health and safety standards are met. That I will adhere to the occupational health and safety management plan. That I will avoid actions or behaviors that could be construed as GBV. Any such actions will be a breach this Individual Code of Conduct. I do hereby acknowledge that I have read the foregoing Individual Code of Conduct, do agree to comply with the standards contained therein and understand my roles and responsibilities to prevent and respond to ESHS, OHS, GBV issues. I understand that any action inconsistent with this Individual Code of Conduct or failure to act mandated by this Individual Code of Conduct may result in disciplinary action and may affect my ongoing employment.

Signature: _____

Printed Name: _____

Title: _____

Date: _____

GBV Action Plan

This GBV Action Plan outlines how the project will put in place the necessary protocols and mechanisms to minimize or eliminate GBV on the project, as well as to address any GBV issues that may arise. The following framework needs to be adapted to reflect the specific situation and implementation arrangements for each project.

The GBV Complaints Team

The project shall establish a ‘GBV Complaints Team’ (GCT). The GCT will include, as appropriate to the project, at least four representatives (‘Focal Points’) as follows:

- a. A safeguards specialist from the client;
- b. The occupational health and safety manager from the contractor²⁹, or someone else tasked with the responsibility for addressing GBV with the time and seniority to devote to the position;
- c. The supervision consultant;
- d. A representative from a client approved service provider with experience in GBV—the ‘GBV Service Provider’ (GSP); and optionally,
- e. Members representing the local community, government, etc.

It will be the duty of the GCT with support from the management of the contractor(s) and consultant(s) to inform workers about the activities and responsibilities of the GCT. To effectively serve on the GCT, members must undergo training by the GBV Service Provider prior to the commencement of their assignment to ensure that they are sensitized on GBV.

The GCT will be required to:

- a. Approve any changes to the **GBV** elements of the **Codes of Conduct** contained in this document, with clearances from the client and the World Bank for any such changes.
- b. Prepare the **GBV Action Plan** reflecting the Codes of Conduct which includes:
 - i. **GBV Allegation Procedures** (See 4.2)
 - ii. **Addressing GBV Complaints** (See 4.3)
 - iii. **Accountability Measures** (See 4.4)
 - iv. An **Awareness raising Strategy** (See 4.6)
 - v. A **Response Protocol** (See 4.7)
- c. Obtain approval of the GBV Action Plan by the Contractor’s management;
- d. Obtain client and World Bank clearances for the GBV Action Plan prior to full mobilization;
- e. Receive and monitor resolutions and sanctions regarding complaints received related to GBV associated with the project; and,
- f. Ensure that GBV statistics in the GRM are up to date and included in the regular project reports.

The GCT shall hold quarterly update meetings to discuss ways to strengthen resources and GBV support for employees and community members.

²⁹ Where there are multiple contractors working on the project, each shall nominate a representative as appropriate.

Making Complaints: GBV Allegation Procedures

All staff, volunteers, consultants and sub-contractors are encouraged to report suspected or actual GBV cases. Managers are required to report suspected or actual GBV cases as they have responsibilities to uphold company commitments and they hold their direct reports accountable for complying with the Individual Code of Conduct.

The project will provide information to employees and the community on how to report cases of GBV Code of Conduct breaches through the Grievance Redress Mechanism (GRM). The GCT will follow up on cases of GBV and Code of Conduct breaches reported through the GRM.

Addressing Complaints about GBV

Each project needs to put in place appropriate protocols for addressing GBV complaints. The protocols will vary between projects based on local circumstances, but there are key principles which are required in all projects.

GRM

The project operates a GRM which is managed by a designated GRM operator with the project management unit or, ideally, an entity independent of the project implementation. The GRM must be designed to ensure that:

- i. Complaints can be made through different channels, such as the traditional local practices (e.g. village chiefs), online, phone, in-person, the local GBV Service Provider, the manager(s), or the Police.
- ii. Complaints should be able to be made in different ways such as online, via telephone or mail, or in person;
- iii. Anonymity should be ensured if the complainant so desires it, especially about GBV;

There needs to be a specific workflow for handling GBV complaints. The figure below illustrates the work flow adopted in 2017 for the Vanuatu Aviation Investment Project (VAIP).

If the complaint to the GRM is made by an GBV survivor, or on behalf of a survivor, the complainant will be directly referred to the GBV Service Provider to receive support services (if so desired) while the GCT investigates the complaint in parallel.

The World Bank requires that all complaints regarding GBV must immediately be reported to the World Bank task team by the GRM operator. These complaints may be referred to the World Bank management in accordance with the World Bank's reporting protocols.

The GRM shall only collect two items of data related to GBV—to be inferred from discussions with the complainant:

- i. The nature of the GBV; and,
- ii. To the best of the knowledge was the perpetrator associated with the project.

Additional information shall be gathered by the GBV Service Provider using their existing survivor support protocols. This information shall be confidential and not part of the GRM process.

The GRM operator will refer complaints related to GBV to the GCT to resolve them. In accordance with the GBV Action Plan, the GCT through the GBV Service Provider and Focal Point(s) will investigate the complaint and ultimately provide the GRM operator with a resolution to the complaint, or the Police if appropriate. The victim's confidentiality should also be kept in mind when reporting any incidences to the Police.

The GRM operator will, upon resolution, advise the complainant of the outcome, unless it was made anonymously.

GBV Service Provider

The GBV Service Provider is a local organization which has the trust of the local community, experience and ability to support survivors of GBV. They will be identified by the client during project preparation, if necessary, with the support of the World Bank.

In the context of Solomon Islands, the GBV services providers are.

1. Seif Ples- operated under the Royal Solomon Islands Police
2. Family Support Center- established since 1995. Phone: 26999
3. Christian Care Centre- operated under the Church of Melanesia. Phone:21892

The client, the contractor(s) and consultant(s) must establish a working relationship with the GBV Service Provider, so that GBV cases can safely be referred to them. The GBV Service Provider will also provide support and guidance to the GBV Focal Points as necessary. The GBV Service Provider will have a representative on the GCT and be involved in resolving complaints related to GBV.

The contract for the GBV Service Provider shall include provision for financing costs around providing the necessary support to survivors.

GBV Complaints Team

The GCT is responsible for ensuring that GBV complaints are properly investigated and that appropriate sanctions are applied for any cases where sanctions are considered to be justified. The GCT is comprised of: (i) the GBV Service Provider; and, (ii) 'Focal Points' from the contractor(s), consultant(s) and client; and optionally, (iii) members of the local community, government, etc.

All the Focal Points on the GCT must be trained and empowered to resolve GBV issues. It is essential that all staff of the GRM and GCT understand the guiding principles and ethical requirement of dealing with survivors of GBV. All reports should be kept confidential and referred immediately to the GBV Service Provider represented on the GCT³⁰.

³⁰ Survivors of GBV may need access to Police, justice, health, psychosocial, safe shelter and livelihood services to begin on a path of healing from their experience of violence.

The GCT shall confirm that all complaints related to GBV have been: (i) referred to the client and the World Bank by the GRM operator; and, (ii) are referred to Police (or other authorities) for investigation if of appropriate severity. In GBV cases warranting Police action; and, (iii) management for further action.

The GCT shall consider all GBV complaints and agree on a plan for resolution. The appropriate Focal Point will be tasked with implementing the plan (i.e. issues with contractor's staff will be for the contractor to resolve; consultant's staff the consultant; and client's staff the client). The Focal Point will advise the GCT on resolution, including referral to the Police if necessary. They will be assisted by the GBV Service Provider as appropriate.

Accountability Measures

All reports of GBV shall be handled in a confidential manner to protect the rights of all involved. The client, contractor and consultant must maintain the confidentiality of employees who notify any acts or threats of violence, and of any employees accused of engaging in any acts or threats of violence (unless a breach of confidentiality is required to protect persons or property from serious harm or where required by law). The contractor and consultant must prohibit discrimination or adverse action against an employee because of survivor's disclosure, experience or perceived experience of GBV (see Annex 1 for examples of actions to maintain accountability).

To ensure that survivors feel confident to disclose their experience of GBV, they can report cases of GBV through multiple channels such as: (i) online, (ii) phone, (iii) in-person, (iv) the local GBV Service Provider, (v) the manager(s), (vi) village councils; or, (vii) the Police. To ensure confidentiality, only the GBV Service Provider will be privy to information regarding the survivor. The GCT will be the primary point of contact for information and follow up regarding the perpetrator.

Monitoring and Evaluation

The GRM is to notify the client and the World Bank immediately of any complaints related to GBV.

The GCT must monitor the follow up of cases that have been reported and maintain all reported cases in a confidential and secure location. Monitoring must collect the number of cases that have been reported and the share of them that are being managed by Police, NGOs etc.

These statistics shall be reported to the GRM and the Supervision Engineer for inclusion in their reporting.

Awareness-raising Strategy

It is important to create an Awareness-raising Strategy with activities aimed to sensitize employees on GBV on the work site and its related risks, provisions of the GBV Codes of Conduct, and GBV Allegation Procedures, Accountability Measures and Response Protocol. The strategy will be accompanied by a timeline, indicating the various sensitization activities through which the strategy will be implemented and the related (expected) delivery dates. Awareness-raising activities should be linked with trainings provided by the GBV Service Provider.

Response Protocol

The GCT will be responsible for developing a written response³¹ protocol to meet the project requirements, in accordance to national laws and protocols. The response protocol must include:

- i. Mechanisms to notify and respond to perpetrators in the workplace;
- ii. The GRM process to ensure competent and confidential response to disclosures of GBV, and;
- iii. A referral pathway to refer survivors to appropriate services (See 4.8 Survivor Support Measures below).

The contractor(s), consultant(s) and client shall encourage notification through the GRM channels from employees and community members about perpetrators in the workplace through awareness raising activities. An employee who discloses a case of sexual harassment in the workplace shall be referred to the GRM for reporting to seek services.

Through the GCT, the companies and client shall oversee the investigation of these grievances, ensuring procedural fairness for the accused, and within the local laws. If an employee has breached the Code of Conduct, the employer will take appropriate action which could include:

- i. Undertake disciplinary action up in accordance with sanctions in the GBV Codes of Conduct (see Section 4.9);
- ii. Report the perpetrator to the Police as per local legal paradigms; and/or
- iii. If feasible, provide or facilitate counselling for the perpetrator.

Survivor Support Measures

It is essential to appropriately respond to the survivor's complaint by respecting the survivor's choices to minimize the potential for re-traumatization and further violence against the survivor.

Any survivor will receive care regardless of whether the perpetrator is associated with the project will receive support/ The support will be provided by the GBV Service Provider—including medical and psychosocial support, emergency accommodation, transport fees necessary to receive services, security including Police protection and livelihood support—by facilitating contact and coordination with these services. See Annex 1 for examples of the types of support which could be considered under the project.

The contract with the GBV Service Provider shall explicitly detail the services to be provided, and how the associated costs shall be financed by the project.

If the survivor is an employee of the contractor(s), consultant(s) or client, to ensure the safety of the survivor, and the workplace in general, the client, contractor or consultant, in consultation with the survivor, will assess the risk of ongoing abuse to the survivor and in the workplace. Reasonable adjustments will be made to the survivor's work schedule and work environment as deemed necessary (see Annex 1 for examples of safety measures). The employer will provide adequate leave to survivors seeking services after experiencing violence (see Annex 1 for details).

Sanctions

In accordance with the Code of Conduct, any employee confirmed as a GBV perpetrator shall be considered for disciplinary measures in line with sanctions and practices as agreed in the Individual Code of Conduct. Potential Sanctions to employees who are perpetrators of GBV include:

³¹ Develop appropriate protocol for written recording of GBV issues raised in case the notes are subpoenaed. Develop processes for record keeping including activities undertaken by the GCT.

- i. Informal warning
- ii. Formal warning
- iii. Additional Training
- iv. Loss of up to one week's salary.
- v. Suspension of employment (without payment of salary), for a minimum period of 1 month up to a maximum of 6 months.
- vi. Termination of employment.
- vii. Referral to the Police or other authorities as warranted.

It is important to note that, for each case, disciplinary sanctions are intended to be part of a process that is entirely internal to the employer, is placed under the full control and responsibility of its managers and is conducted in accordance with the applicable national labor legislation.

Such process is expected to be fully independent from any official investigation that competent authorities (e.g. Police) may decide to conduct in relationship to the same case, and in accordance with the applicable national law. Similarly, internal disciplinary measures that the employer's managers may decide to enact are meant to be separate from any charges or sanctions that the official investigation may result into (e.g. monetary fines, detention etc.).

Annex 1 - Potential Procedures for Addressing GBV

Accountability Measures to maintain confidentiality can be achieved through the following actions:

1. Inform all employees that confidentiality of GBV survivors' personal information is of utmost importance.
2. Provide the GCT with training on empathetic and non-judgmental listening.
3. Take disciplinary action, including and up to dismissal, against those who breach survivor's confidentiality (this is unless a breach of confidentiality is necessary to protect the survivor or another person from serious harm, or where required by law).

GBV Allegation Procedures should specify:

1. Who survivors can seek information and assistance from.
2. The process for community members and employees to lodge a complaint through the GRM should there be alleged GBV.
3. The mechanism for how community members and employees can escalate a request for support or notification of violence if the process for reporting is ineffective due to unavailability or non-responsiveness, or if the employee's concern is not resolved.

Financial and Other Supports to survivors can include:

1. No/low interest loans.
2. Salary advances.
3. Direct payment of medical costs.
4. Coverage of legal costs specifically related to the incident
5. Coverage of all medical costs related specifically to the incident.
6. Upfront payments for medical costs to later be recouped from the employee's health insurance.
7. Providing or facilitating access to childcare.
8. Providing security upgrades to the employee's home.
9. Providing safe transportation to access support services or to and from accommodation.

Based on the rights, needs and wishes of the survivor, survivor support measures to ensure the safety of the survivor who is an employee can include³²:

1. Changing the perpetrator or survivor's span of hours or pattern of hours and/or shift patterns.
2. Redesigning or changing the perpetrator or survivor's duties.
3. Changing the survivor's telephone number or email address to avoid harassing contact.
4. Relocating the survivor or perpetrator to another work site/ alternative premises.
5. Providing safe transportation to and from work for a specified period.
6. Supporting the survivor to apply for an Interim Protection Order or referring them to appropriate support.
7. Taking any other appropriate measures including those available under existing provisions for family friendly and flexible work arrangements.

Leave options for survivors that are employees can include:

1. An employee experiencing sexual harassment should be able to request paid special leave to attend medical or psychosocial appointments, legal proceedings, and relocation to safe accommodation among other services that may be needed.
2. An employee who supports a person experiencing sexual harassment may take care givers leave, including but not limited to accompanying them to court or hospital, or to take care of children.
3. Employees who are employed in a casual capacity may request unpaid special leave or unpaid care givers leave to undertake the activities described above.

³² It is critical that a survivor centered approach be adopted. The survivor should be fully involved in the decision making. Except for exceptional circumstances the perpetrator should be required to take appropriate actions to accommodate the survivor (e.g. move, change hours, etc.), rather than the survivor changing.

4. The amount of leave provided will be determine by the individual's situation through consultations with the employee, the management and the GCT where appropriate.

Potential Sanctions to employees who are perpetrators of GBV include:

1. Informal warning
2. Formal warning
3. Additional Training
4. Loss of up to one week's salary.
5. Suspension of employment (without payment of salary), for a minimum period of 1 month up to a maximum of 6 months.
6. Termination of employment.

Referral to the Police or other authorities as warranted.

Appendix E: Safeguard Supervision for the SIRAP2 AF Malaita Road

General

In order to prevent harm and nuisances on local communities, and to minimize the impacts on the environment during the construction and operation of the SIRAP2 AF Project on Malaita, the following plan has been prepared, which should be adhered to by all Contractors and their employees:

- The ESMF for Malaita including site specific measures in Appendix C;
- The mitigation measures included in tender and contract documents;
- The specifications, procedures, and best practices included in the subproject ESMPs. These specifications will complement any technical specifications included in the work quantities and the requirements of any SIG regulations and standards.

Objective of the Assignment

The Consultant is to provide professional technical services (“the Services”) to help ensure effective implementation of the Environmental and Social Management Plan (ESMP) during the SIRAP2 AF works.

In order to achieve the goal of minimizing the negative environmental and social impacts of the project, the ESMP will be integrated in the design documents for SIRAP2 AF Malaita Roads, and in the technical specifications and contract documents. It will need to be closely followed and implemented by the contractors. The implementation of the ESMP will therefore involve four parties:

- The **National Senior Safeguards Specialist (NSSS)** is the person responsible for overall coordination of ESMP implementation. This person will be appointed directly by PST.
- The **Contractor’s E&S supervisor** responsible for implementing the ESMP and other construction related environmental and safety issues.
- The **Supervision Consultant** who are responsible for supervising and monitoring all construction activities and for ensuring that contractors comply with the requirements of the contracts and the EMP. The CSC will include a **E&S specialist**; and,
- A Client’s International Safeguard Specialist, who provide support to the NSSS for oversight of ESMP implementation throughout the works.

This Terms of Reference is for the **E&S specialist** to be part of the Construction Supervision Consultant (CSC).

Scope of Services:

The general services to be provided by the E&S specialist are to inspect, monitor and audit the construction activities³³ to ensure that mitigation measures adopted in the ESMP are properly implemented, and that the negative environmental and social impacts of the project are minimized.

³³ The term ‘construction activities’ in this TOR pertains to all aspects related to the SIRAP Malaita Works during the construction phase including, but not limited to, all construction sites, permanent and temporary camps, off-site activities (disposal sites, borrow pits), all associated facilities (crushing plants, asphalt plants, maintenance yards), access roads, traffic and disturbances (dust, noise) in local roads, and areas of impact away from the project site. The ESMP of the project contain a full description of these activities.

The Contractor has the responsibility for ensuring compliance with the project ESMP and contract conditions while undertaking the works. This is overseen by the E&S specialist. The E&S specialist is therefore to be an independent monitor to ensure compliance with the ESMP and to ensure adequate performance of the Contractors on environmental issues.

The E&S specialist will inspect, monitor and carry out environmental review of all road and bridge contracts packages and lots. The E&S specialist shall have extensive knowledge and experience in environmental supervision, monitoring and auditing to provide independent, objective and professional advice to the client on the environmental performance of the project. The E&S specialist team leader shall be familiar with the project works through review of the relevant reports, including the EMP and any development consents as well as project technical specifications and contract documents.

As part of the supervision consultant, the E&S specialist is expected to perform the following duties:

Phase I: Preparation

The objective of Phase I is to lay the groundwork for the successful execution of the project. In this phase, the E&S specialist shall: (i) review the ESMP, project designs and technical specifications and confirm that there have been no major omissions of mitigation measures; (ii) prepare a supervision work plan for ESMP monitoring including identification of key project milestones which will require intensive monitoring and in-country presence of E&S specialist ; and, (iv) develop and execute a training program for all involved in construction activities.

The main tasks in this phase are:

Review of Project Documents: The E&S specialist shall review the ESMP, project designs and technical specifications and confirm in writing that there have been no major omissions of mitigation measures. If any issues are identified, the E&S specialist shall propose to the NSSS updates to the ESMP and the design and technical specifications to address these issues. Once approved by NSSS, the E&S specialist shall update the ESMP.

Environmental Supervision Checklist: The E&S specialist shall establish a comprehensive checklist which will be used during the construction of the project to monitor the contractor's performance. This shall cover major aspects of the project, required mitigation/control measures and their implementation schedule.

Log-Book: The E&S specialist shall keep a log-book of each and every circumstance or change of circumstances which may affect the environmental impact assessment and non-compliance with the recommendations made by the E&S specialist to remediate the non-compliance. The log-book shall be kept readily available for inspection by all persons assisting in the supervision of the implementation of the recommendations of the ESMP and Contract. The NSSS shall verify the log-book as part of his environmental audit.

Environmental Training: The supervision consultant E&S specialist shall design and execute a comprehensive training program for all actors: Supervision Consultant, NSSS, Contractor's E&S (and workers as part of the trainings given to the E&S), on the environmental requirements of the project, and how they will be supervised, monitored and audited, giving particular attention to:

- **ESMP:** The requirements of the ESMP, the agreed environmental monitoring checklist, the environmental monitoring form, how non-compliance with the ESMP will be handled, and all other key issues shall be covered. Particular attention will be paid to the specific provisions in each contract's technical specifications indicating how the ESMP is to be complied with;
- **Health and Safety:** The health and safety requirements of the project shall be clearly identified and communicated with the Contractors and NSSS (included in environmental specifications for contractors).

At the conclusion of the training Contractors will also sign a statement acknowledging their awareness of the environmental regulations, the ESMP, the compliance framework, and health and safety obligations. The contractor E&S supervisor shall sign a similar statement confirming their understanding of the supervision responsibilities. This shall be provided to PST and the World Bank

Phase II: Supervision of Construction Activities

On behalf of the NSSS and the Chief Supervision Engineer, the E&S specialist will:

- Review, and inspect in an independent, objective and professional manner in all aspects of the implementation of the ESMP;
- Carry out random monitoring checks, and review on records prepared by the Contractor's E&S supervisor;
- Conduct regular site inspections;
- Review the status of implementation of environmental protection measures against the ESMP and contract documents;
- Review the effectiveness of environmental mitigation measures and project environmental performance;
- As needed, review the environmental acceptability of the construction methodology (both temporary and permanent works), relevant design plans and submissions. Where necessary, the E&S specialist shall seek and recommend the least environmental impact alternative in consultation with the designer, the Contractor(s), and PST;
- Verify the investigation results of any non-compliance of the environmental quality performance and the effectiveness of corrective measures; and
- Provide regular feedback audit results to NSSS and contractor E&S supervisor according to the procedures of non-compliance in the ESMP;
- Provide training programs at minimum six monthly intervals and every time there are new workers or new Contractors coming into the site, including contractor E&S supervisor and PST staff, to appraise them of issues identified and how to improve environmental compliance;
- Instruct the Contractor(s) to take remedial actions within a specified timeframe, and carry out additional monitoring, if required, according to the contractual requirements and procedures in the event of non-compliances or complaints;
- Instruct the Contractor(s) to take actions to reduce impacts and follow the required ESMP procedures in case of non-compliance / discrepancies identified;
- Instruct the Contractor(s) to stop activities which generate adverse impacts, and/or when the Contractor(s) fails to implement the EMP requirements / remedial actions instructed by the SES or the EMC.

Review of Site CESMP: To ensure consistency across the project, the E&S specialist shall provide the final review and recommend clearance (following approval from World Bank) of the CESMP including all sub plans. Where these plans are found not to comply with the ESMP the E&S specialist shall work with the contractor E&S supervisor and Contractor to establish a suitable solution.

Site Inspections: The E&S specialist shall closely audit the construction activities through regular site inspections accomplished through daily site visits, walks and visual inspections to identify areas of potential environmental problems and concerns. As noted in footnote 1 of this TOR, the area of inspection should cover both the construction areas and the environment outside the site area that could be affected, directly or indirectly, by the contractor's activities.

Inspections should be done independently from the Contractor's staff. It is expected that the E&S specialist shall have their own hand held and portable monitoring equipment such as cameras, transport and other resources. Where definitive monitoring is necessary to resolve contentious issues or to impose penalties, the E&S specialist may contract third parties to carry out specific monitoring at the locations under review.

Where there is infringement of technical specifications, or condition of contracts, or non compliance with the ESMP, the E&S specialist shall be immediately inform Contractor's Chief Engineer, Supervision Chief Engineer and NSSS. The E&S specialist shall also report all infringements to the PST as part of the monthly reporting.

Regular joint environmental site inspections (e.g. weekly) should be organized by the E&S specialist and contractor E&S supervisor, with participation from the Contractor's Environmental Officer . These should be used as an opportunity for the E&S specialist to further train the contractor E&S supervisor and Contractor's staff.

E&S specialist field engineer's log-book shall be kept readily available for inspection by all persons assisting in project management, including the Independent Monitoring consultant

The E&S specialist shall also regularly review the records of the contractors to ensure that they are up to date, factual and meet the EMP reporting requirements (e.g. environmental complaint monitoring records).

Complaints: Complaints will be received by the Contractor's Site Office from local residents with regard to environmental infractions such as noise, dust, traffic safety, etc. The Contractor's Chief Engineer or his deputy, and the E&S officer shall be responsible for processing, addressing or reaching solutions for complaints brought to them. The E&S specialist shall be provided with a copy of these complaints and shall confirm that they are properly addressed by the Contractors in the same manner as incidents identified during site inspections. The E&S specialist shall ensure that these complaints are logged into the SIRAP2 GRM

Unforeseen Impacts: In the event that an incident arises which was not foreseen in the ESMP, the E&S specialist shall work closely with the contractor E&S supervisor, the Contractors, and the NSSS to confirm satisfactory resolution to the incident. The E&S specialist shall then update the ESMP and the implementation guidelines, training the Contractors' staff accordingly.

Monthly Payments: The E&S specialist shall confirm the monthly payments for environmentally related activities as recommended by the E&S specialist to the client.

Site Restoration and Landscaping: The E&S specialist shall closely monitor all activities with regard to site restoration and landscaping in areas such as borrow pits, quarries, camps, crushing plants, etc. to ensure that the activities are done to an appropriate and acceptable standard. The SSS will agree with the Contractor on a Site Decommissioning and Restoration plan to be implemented before the completion of the construction of the access road and bridges.

Project Initiation and Staffing: It is anticipated that the contractor E&S supervisor and the E&S specialist, will be mobilized one month before the start of the construction activities. The one month start up time will be utilized by the E&S specialist to review and familiarize itself with the project, the project design, the technical specifications, contract documents, the ESMP and other project relevant documents and reports. Following the review, the E&S specialist will prepare a brief report on the potential issues and challenges arising from the implementation of the ESMP and the condition of contracts and make recommendations to the PST about how best to improve the implementation of the ESMP.

The E&S specialist is expected to be mobilized at the beginning of the contract, to prepare the necessary guidelines, documentation, training, etc.

Reporting: As a minimum the E&S specialist shall prepare the following written reports:

- Weekly report of non-compliance issues
- Summary monthly report covering key issues and findings from reviewing and supervision activities
- Consolidated summary report from contractor's monthly report
- The E&S specialist shall also collect and report on data as requested by the PST.

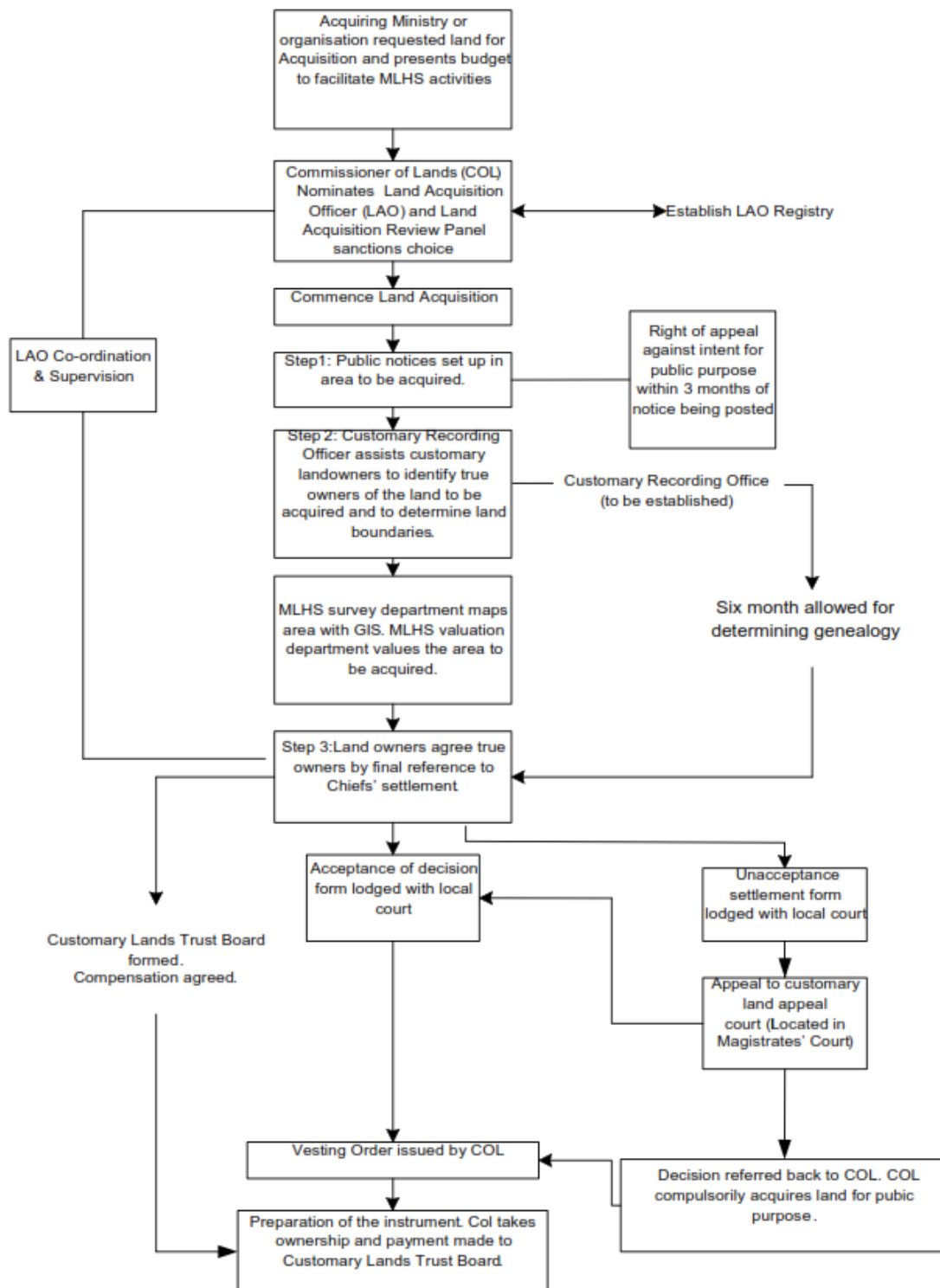
At the end of the project the E&S specialist shall prepare a final report summarizing the key findings from their work, the number of infringements, resolutions, etc. as well as advice and guidance for how such assignments should be conducted in the future.

During the course of the project the E&S specialist shall provide briefings as requested by the PST, environmental agencies, the World Bank and MID on the project progress, incidents, and other issues associated with environmental management and supervision. As a minimum these are expected to be at six-monthly intervals.

Appendix F: Outline of Resettlement Action Plan (RAP)

1. Introduction
2. RAP objectives and Methodology
3. Project Potential Impacts
4. Socio-economic baseline studies
5. Legal and Policy Framework
6. Eligibility Criteria and Entitlements
7. Valuation
8. Resettlement Budget and Financial Plan
9. Institutional Responsibility
10. Implementation Schedule and preparatory Actions
11. Consultation, participation and Information Disclosure
12. Grievance Redress Mechanism
13. Monitoring and Reporting
14. Appendices

Appendix G: MID Proposed Modified Land Acquisition Process



Appendix H: UXO Response Plan

UNEXPLODED ORDNANCE CLEARANCE

Description

This work shall consist of the detection and disposal of unexploded ordnance (UXO) that exist within the confines of the site and the certification that the entire site is free from contamination and is safe for all construction operations. The work shall include the following activities:

- (i) Detailed Contamination Survey
- (ii) Detection and Disposal of UXO

The Contractor shall carry out all necessary UXO detection and disposal and shall carry out such checks as shall be necessary to enable him to take full responsibility for safety from the risk of UXO over the whole area of the Site and for all construction operations.

General Requirements

Standards

The Sub-Clauses of this plan relating to the detection and disposal of UXO are derived from standard peace time range area clearance procedures typically in use by NATO military forces with modifications drawn from experience in the Indochina region. The procedures and methodology recommended by the United States Army Corps of Engineers for remediation of formerly used military sites were also taken into account and the resultant procedures closely follow best international practice for commercial activity in this field.

Limits of Work

Searching to remove UXO is required to provide a safe working environment for road construction. Clearance is required along the route alignment that is to be cleared of UXO to an overall width of 5m outside the limit of physical works on each side of the project roads and/or water main, the depth of any construction work is anticipated to be a maximum of 2m. This comprises a civil works area where the road/watermain will be constructed, plus a safe working zone added to the outer peripheries of the civil works area to provide reasonable safe turning and working room for plant and construction vehicles.

The complete width as defined in these specifications including any existing trafficked road formation, with the exception of intact pavement sections, is to be searched by metal detector using UXO area clearance techniques.

The complete width of 10m outside the limits of physical works on each side of the project roads, including any existing trafficked road formation together with all paved sections, is to be swept by magnetometer.

Additional searching for UXO may be required outside of the right-of-way to allow access to resource areas, camp sites, construction lay downs, bridge abutments and approaches, etc.

The limits of clearance required along the route will be determined from the results of the detailed contamination survey carried out in accordance with the provisions of sub-section 1.2.2 of this plan and as approved by the Engineer.

Areas of Non-Original Soil

Areas of non-original soil may exist containing UXO of indeterminate size at indeterminate depth. The maximum cut depth will be limited by the capability of the search equipment in geologically reactive soil. Where earthworks are to occur below 30 cm in such areas, (detection performance depth for BLU 26/36 or equivalent) then complete UXO removal can only be achieved by successive search then-cut techniques. During initial searches the Contractor will be required to record and report on such areas to ensure that the required search-then-cut process is applied later in conjunction with construction.

Clearance Performance Requirements

Searches are to comprise a 100% area sweep by metal detector to remove shallow items, followed by a magnetometer search. Magnetometer searching is to be conducted at no greater than 1 metre lane separation.

Searches are to achieve the removal of all UXO within the specified size/depth capacity of the search equipment. All areas completed are to be certified free of UXO to within these limitations.

Contractor's Nominated Ordnance Expert

The Contractor shall nominate and provide an Ordnance Expert, who shall have appropriate internationally recognised qualifications or appropriate verifiable experience in its own or other countries, acceptable to the Engineer. It will be the sole responsibility of the Contractor's Ordnance Expert to declare each area of the site safe for construction operations and no construction activities shall be carried out in any area until this has been done. The Ordnance Expert will advise separately on works required 'within' and 'outside' the areas with UXO.

Staffing

Personnel involved in UXO clearance must satisfy the following criteria:

- (i) staff supervising UXO searching must have qualifications and experience commensurate with the United Nations Standards; and
- (ii) staff supervising magnetometer survey or conducting Quality Control must have received formal recognised training on and have field experience in magnetometer use; and
- (iii) staff must have received a formal course providing them as a minimum, with instruction on UXO recognition, metal detector use, UXO excavation and first aid.

UXO Disposal

The Contractor will be responsible for the safe disposal of all UXO recovered. Where collateral property damage is likely to occur as a result of disposal activity, the Contractor will be required to first advise the Engineer before proceeding.

Explosives

The Contractor will be responsible for the supply, storage and security of all explosives required for UXO disposal and their use will conform to the requirements of internationally recognised Specifications.

Compensation

In the course of clearance operations it may be necessary to damage crops, remove fences etc. The Contractor will be required to notify the Engineer in writing with a copy to the Employer prior to taking any action that may cause damage resulting in demands for compensation being presented.

Medical and Emergency Evacuation

The Contractor is required to provide the facilities and arrangements as defined in sub-clause 3.1 b) of these Specifications.

Government Registration and Liaison

The Contractor will be required to demonstrate that it possesses formal registration by the relevant regulatory authorities in the country prior to commencing any site works.

In addition the Contractor will be required to secure the necessary approvals and clearances from the appropriate Government Department enabling it to carry out UXO works in the country.

The Contractor shall maintain close liaison at all times with the appropriate authorities in the country, particularly those engaged in the ordnance clearance operations, and shall cooperate with them, particularly in the disposal of unexploded ordnance.

Equipment Requirements

UXO Detection

The Contractor is required to nominate the search instruments to be used for the UXO clearance task. Search instruments must be capable of operating in the conditions prevalent in the country.

The proposed metal detectors must be capable of confidently detecting the following when operating under the expected conditions:

- (i) projectiles 20 mm HE or items of equivalent detectability to a depth of 25 cm; and
- (ii) BLU 26/36 or items of equivalent detectability to a depth of 30 cm.

The proposed magnetometers must be capable of confidently detecting 81mm HE Mortar Bombs or items of equivalent detectability, to a depth of 1.25 metres in low magnetic noise conditions and to 0.75 metres in areas of high magnetic background noise.

The Contractor is required to provide evidence constituting an independent and objective verification of proposed instrument capability. Instrument capability will be tested and approved by the Engineer prior to its use on site. Further performance audits will be conducted during contract execution.

Provision of Equipment to the Engineer

The provision of equipment, manpower and assistance to the Engineer for Audit checking of the Contractor's work, prior to endorsement of any certificate shall be the responsibility of the Contractor, and the quantities of equipment, manpower and assistance shall be such as to be compatible with planned rates of construction progress.

Operation Requirements

Method Statement and Programme

Within 28 days from the issue of the Notice to Proceed the Contractor shall submit to the Engineer a detailed method statement for the de-mining and UXO clearance works. The method statement

incorporating a detailed, resourced programme to ensure that all areas within the project site are safe, to internationally accepted standards, for construction operations shall include:

- (i) intended procedures for the clearance;
- (ii) work plans showing estimated time schedules;
- (iii) clearance team structure;
- (iv) type of equipment proposed;
- (v) quality control programme.

The Programme shall be revised and submitted to the Engineer at monthly intervals throughout the contract period and shall be adhered to whenever possible.

Detailed Contamination Survey

Prior to any mine and UXO clearance operations being conducted the Contractor will be required to carry out a detailed contamination survey of the Site to determine the extent of the mine and UXO clearance operations required. Survey and delineation of UXO contaminated zones will be carried out in accordance with the provisions of this plan and shall consist of 100% metal detector searches on 2 metre wide cross sections over the full width as defined in the Special Provisions at 100 metre intervals along the centreline of the alignment. Magnetometer searches are not required.

Positioning

To enable accurate positioning and recording of search areas within the defined limits, the Contractor will be required to geodetically survey and mark the new road centre line. The outer boundary limits of clearance work, measured from the surveyed centre line, may then be located and marked.

The limits of the construction support areas requiring clearance will be defined by the Contractor. The boundaries of all areas cleared of UXO must be recorded and marked by semi-permanent means to facilitate subsequent identification during construction.

Contractor's Quality Control and Certification

The Contractor is required to include in its Method Statement as required under sub-clause 3.1 d) of these Specifications a formal Quality Control Programme. Quality Control surveys constituting a minimum 10% of the searched area are required.

The control areas are to be searched initially by metal detector followed by a magnetometer search.

Control areas and results are to be recorded and reported by formal log. Log sheets are to be personally signed off by the Contractor's Ordnance Expert and are to be available for examination by the Engineer.

At least seven days before the Contractor intends to enter any area of the site to commence construction works, the Ordnance Expert shall submit, to the Engineer, his certificate declaring the area concerned to be safe for all intended construction operations. The certificate shall clearly define the area concerned and shall be supported by the log sheets that will give details of the types of survey carried out and the classes and methods of disposal of the various UXO encountered.

Audit of Cleared Areas

The Engineer may perform a formal 10% check of UXO cleared areas. These percentages may be increased at his discretion.

If UXO are located during these checks, then a re-search at the Contractor's cost will be required. Finds triggering re-searching are either:

- (i) one BLU 26/36 or metallic item of equivalent detectability per 10% of grid will require re-searching for UXO in that grid; or
- (ii) three 20mm rounds or metallic items of equivalent detectability per 10% of grid will require a re-search of that grid.

When satisfied, the Engineer shall endorse the Contractor's Ordnance Expert's certificate. The Contractor shall not enter the area of the site concerned until such endorsement has been obtained. Such endorsement shall not relieve the Contractor of any of his responsibilities under the Contract.

Before providing such endorsement, the Engineer shall be entitled to consult the nationally recognised authority for UXO clearance in respect of the thoroughness of the ordnance search, and shall be entitled to withhold endorsement if so advised.

Measurement and Payment

Detailed Contamination Survey for minefields shall be measured by square metre of area surveyed and recorded in accordance with these Specifications.

Detailed Contamination Survey for UXO shall be measured by kilometre of alignment surveyed and recorded in accordance with these Specifications.

Mine Detection shall be measured by square metre of site approved for clearance as determined by the results of the Detailed Contamination Survey and certified and endorsed as cleared in accordance with these Specifications.

UXO Detection shall be measured by Hectare of site approved for clearance as determined by the results of the Detailed Contamination.

Appendix I: Minutes of Consultations

Meeting Minutes: Initial Design Consultations in July-August 2025

Project team members:

1. **LW:** Lawrence Wawane – (MID) Regional Manager – Malaita Province
2. **RB:** Roxsley Basil – (MID) Chief Safeguards Officer
3. **KW:** Kelly Wanefiolo – (MID Auki) Works Officer
4. **HP:** Hilda Poloso -PST National Environmental & Social Officer
5. **JF:** Joy Faulkner – PST Community Liaison Officer.
6. **JS:** Jordan Soaki – EGIS-Azimuth - Jnr Safeguards Specialist

Courtesy Call - MPG		Meeting Venue: MPG Headquarters	Date/Time: Monday, 21 July, 11 AM
Stakeholder	SIRAP2 AF Key Issues /Agenda		Question, Concern, Comments
MID, PST, & MPG	1. WB -Additional Finance 2. Scope of Work in Malaita 3. Introduction of new members 4. Seeking support from MPG	Premier Elijah welcomed the project team and handed over the Lawrence. LW thanked the premier for the kind words of welcome, which are of great value and respect coming from the premier himself. LW acknowledged his deputy PS for his presence. Thank you for attending this courtesy meeting. Mr. Lawrence Wawane (LW), MID Regional Manager, opened the meeting by highlighting that this visit is part of the project's standard practice to inform the provincial leadership of the team's presence and to brief them on upcoming activities under the Solomon Islands Roads and Aviation Project – Phase 2 (SIRAP2). LW emphasised the importance of introducing new team members to the MPG leadership to foster familiarity and collaboration for future engagements. He introduced: Hilda Poloso (HP) – National Environmental and Social Safeguards Officer (NESO), PST	The Premier expressed sincere appreciation for the project team's visit, acknowledging it as a respectful gesture that reflects the team's commitment to proper protocol and collaboration. He noted that such courtesy visits demonstrate the project's recognition of the provincial government's role and its willingness to engage transparently before undertaking activities in the communities. He emphasized that MPG is always available to support development initiatives that benefit the people of Malaita. Even though the team may be meeting with familiar stakeholders, the continued

	Roxsley Basil (RB) – Chief Safeguards Officer, MID Joy Faulkner (JF) – Community Liaison Officer (CLO), PST, based in Auki, is a familiar face. LW also provided a brief overview of SIRAP2, including its subprojects and the Additional Financing (AF) component. He noted that upcoming activities include Community Advisory Committee (CAC) meetings and site monitoring for Kolofe, Su’u, and Bira, which are part of ongoing project operations. As part of the SIRAP2 AF, the team will conduct community consultations along: North Road – from Gwaunaru’u Airport Junction to Kwaisulinu East Road – from Baratalo to Atori These consultations aim to raise awareness among communities, gather feedback, and identify any environmental and social concerns. The information collected will be used to inform project documentation and procurement processes, ensuring donor requirements are met and community voices are reflected. HP expressed her appreciation for the meeting and reiterated her role as NESO under PST. JF also thanked the Premier and emphasised PST’s role in supporting the Ministry of Infrastructure Development. She noted that previous discussions had introduced SIRAP2, and now two additional projects are in the pipeline. As CLO, she supports the technical teams, including contractors, in addressing social aspects of the project. JF referenced past collaboration with MPG, particularly during the PRC project, where MPG assisted in securing camp sites. She suggested that MPG may be able to support future projects by identifying potential camp/laydown sites, crusher locations, and alienated lands, especially	engagement shows respect and builds trust between the government and the project team. The Premier thanked the team for updating MPG on the upcoming projects under the Additional Financing (AF) component of SIRAP2. On behalf of the government, he expressed optimism and support, noting that successful implementation will depend on cooperation among all stakeholders. He also welcomed the new team members—Hilda Poloso (HP) and Roxsley Basil (RB)—to the project. In response to Joy Faulkner’s (JF) suggestions regarding project activities outside of Auki, the Premier agreed that collaboration with local communities is essential. He observed that public trust in the government is growing, as people are beginning to see tangible development outcomes. While challenges such as customary land issues remain, ongoing development is helping to shift perspectives and open minds. He stressed the importance of awareness programs and
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		as the project moves further from Auki into privately held areas. She acknowledged that while Malaita Province can be high-risk, proactive management has helped avoid issues—citing SIRAP as an example with no outstanding concerns. JF also welcomed RB to the team, noting that his role fills a previously vacant safeguards position under SIRAP. She emphasized that LW, as Regional Manager, will benefit from RB’s support in managing safeguards-related matters and coordinating data and documentation. RB thanked the Premier and his team for the opportunity to meet. He stated that his visit is focused on ensuring compliance and supporting safeguards coordination across projects including PRC, SIRAP2, and LMCP. He expressed his commitment to minimizing environmental and social risks and working closely with the SIRAP2 team and other stakeholders. LW concluded by reiterating the need for MPG’s support, especially in identifying suitable sites for project activities. While the contractor has not yet been selected, early assistance in locating potential camp sites, laydown areas, and crusher sites will be crucial as the project progresses into more remote areas.	recommended that MPG be actively involved in such initiatives. He suggested that the Minister of Works, his engineering team, and even himself—schedule permitting—could join future consultations to present a united front. He added, “As God helps those who help themselves, we too must prepare and support these efforts.” The Premier commended the positive track record of SIRAP and expressed a desire to maintain that standard with the upcoming projects. 1. Premier: The 12km sealing will start from Gwaunaruú Airport Junction or Kilufi? LW: It will start from Gwaunaruú Airport Junction to Kwaisulinu. They are working on the same project site under SIRAP. Idea is to upgrade the road that was already improved rather than leaving it to deteriorate. Premier: That is true, because for those travelling along the road, they will think that the previous work is
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preparing for another work/improvement.

The contractor, Exodus has done a really good Job.

People have observed that some of the road sections were cemented, which gives an impression to people that a sealing work will be upcoming.

2. Premier:

The former base of Exodus n the middle of the road length, if we could talk with the landowners, that would be great for the project.

LW noted that the team would follow up to confirm the status of the site in question.

JF added that, since the resource owners have previously engaged with the project, there is a high likelihood that the same area could be used again. She shared an experience from the SIRAP project, noting that several activities were initially planned to align with the Fiu Bridge works. One of the identified sites was at Gwaigeo, which was considered during the term of former Premier Mr. Suidani. The land, which belongs to the province, was seen as a strategic

			location due to its accessibility to river gravel. JF inquired whether the Malaita Provincial Government (MPG) still retains ownership of that site. Premier confirmed, “Yes, the land still belongs to MPG.” JF responded positively, stating that the PST has recommended the site as suitable for a crushing plant. She noted that the Safeguards Team had assessed the location and found it to be appropriately distanced from residential areas, making it a viable option from an environmental and social perspective. She emphasized that the project team would return to MPG for further discussions if the site is to be considered for contractor use. She also recalled that the previous Premier had assured the team that MPG would be open to consultation regarding such land use. Therefore, should the need arise in the future, the team would seek MPG’s support in facilitating access to the site. Premier reaffirmed this commitment, stating, “That will definitely happen. The area is under the Premier’s
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			jurisdiction.” He added that it is helpful to have the project team’s assessment report in advance so that MPG can be prepared to support the project when needed. 3. Premier: I have heard that after the sealing done by PRC, more vehicles will be flooding into Auki. So, it is good to extend the sealing out to allow vehicle movement out from Auki as well. Now, the wharf area does not cater for the vehicles during off and on loading and travelling passengers. Whatever outcome, we are ready to support the project as we do the same to CCECC project in Malaita. LW acknowledge the Premier with his deputy secretary for the meaningful discussion and look forward to working closely with them.
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Meeting 1: Kwaisuliniu		Meeting Venue: MPG Headquarters	Date/Time: Sunday, 27 th July 2025, 11 AM
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Community Consultation			
Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID, PST & Egis-Azimuth Communities: Kwaisulinu & Bubulangi	1. Welcome & objectives. 2. Project overview - WB -Additional Finance - Scope of Work in Malaita 3. Project Benefits. 4. Community Involvement support 5. Environmental & Social Consideration 6. Land & Compensation 7. Grievance Redress Mechanism (GRM) and Community Advisory Committee (CAC) 8. Employment & local benefits 9. Consultation schedule 10. Open forum	Francis Kaua - Kwaisulinu Chairman The community chairman welcomed and thanked the visiting team for organising this consultation meeting and allowed the project team to take the lead in the discussions. LW Present the project presentation (see attached). LW: Thank you to the community for accepting the meeting invitation and please share this information with other members who could not attend. He then proceeds to highlight the key points of the presentation. During the presentation, he took the opportunity to express gratitude on behalf of the government and the Ministry of Infrastructure Development (MID) to the local community for their unwavering support during the initial phase of the SIRAP Project. This backing has been crucial in advancing our objectives, and as we transition into the new phase, known as SIRAP2 AF, it is essential that we continue to foster this level of community engagement and	1. William - Chairman Question: For the 15x15m area, will any assets outside the area that the contractor touches be compensated? LW: Anything within the 15x15m will not be compensated, but if it those outside the gazette area, then the contractor will discuss with the responsible resource owner. 2. Paul - Community rep Comment: The gazette road width is 15x15m, he urges the community members to inform other members about the Road Act so that everyone is aware of it. He also thanked the team for the presentation and be informed. LW: Noted and agreed that it is essential to remind people and make them aware of the development and expansion. That is why it is important to attend such meetings. JF: Emphasise the importance of such consultation meetings. 3. Paul – Community rep I am grateful for the road upgrade and fully support the project. I want to thank the government and the World Bank for selecting our road to be sealed. This will be a first for us, and I

		enthusiasm. Their support not only empowers the project but also reinforces our commitment to improving infrastructure and services for everyone involved. RB added by highlighting the project benefits and seeking a sense of ownership towards infrastructures such as roads and bridges. HP added potential Environmental & Social issues that might arise during the implementation phase, and that mitigation measures will be in place. JS added issues such as noise and dust will potentially be the main concerns, but highlighted the mitigation measures. 	am unsure why we were chosen to receive funding from the World Bank to improve our road. This is a rare opportunity that our community is fortunate to have, and we will greatly benefit from it. LW: Noted. He stated that development is in our hands because our community will benefit from it and what it brings. 4. Roxsley Basil- MID This is the initial consultation for the SIRAP2 AF. Your community should start choosing/identifying community member reps to be on the CAC to support the project. 5. Francis Kaua – Kwaisuliniu chief Commented to choose/recruit workers who will do quality work. Noted 6. William – Chairman Comment: Quality of work from the previous work contractor uses hoe when machine should have done the work. LW: understand that the work you are referring to be a labour-based project. 7. Community Rep
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			He wanted to clarify the road width and the length of the sealing. LW: The sealing project will take place from Gwaunaruú Airport Junction to Kwasisuliniu, covering a distance of 12 km. The road will have a width of 8 m, with each lane measuring 4 m. However, the designated road width in the gazette is 30 m from the centre line. While the completed road will be 8 m wide, the contractor will need additional space during the construction phase to store materials and machinery. Therefore, we would like to clarify that the contractor will likely utilise the full 30-meter width of the gazetted road as outlined in the Road Act, in case people assume that the contractor trespasses on their land. 8. LW Advised the community to resolve land issues at gravel sites, as road project will require gravel. Noted. 9. Community Rep Comment: Expressed that he is happy that the road will be sealed because it will be the first of its kind along the road. Noted. 10. JF – PST CLO
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			Comment: Briefly talked about the CAC, its function and how it can support the contractor. CAC can be supported by: - Help in screening workers. - Help contractor identify right resource owners - Etc.. 11. Francis Kaua – Chief The chief gave his final remarks which he thanks the project team for the meeting and reaffirming to the team and the community that we will work together, and they welcome the contractor.
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Meeting 2: Taisol Community Consultation		Meeting Venue: Taisol Meeting House	Date/Time: Sunday, 27 th July 2025, 2 PM
Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID, PST & Egis-Azimuth Communities: Taisol, Canaan, Fotw High & Fatakalua	1) Welcome & objectives. 2) Project overview - WB -Additional Finance - Scope of Work in Malaita 3) Project Benefits. 4) Community Involvement support 5) Environmental & Social Consideration 6) Land & Compensation	Chanel Ruba – Taisol Chairman Welcome acknowledgment. LW Present the project presentation (see attached). LW: Thank you to the community for accepting the meeting invitation and please share this information with other members who could not attend.	1. Chanel Ruba – Taisol Chairman Regarding the 30m road width, I want to know if it will be expanded. LW: The road lane is 8m, i.e., 4m per lane with drainage at the side. The gazette 30m is so that the contractor can store material and machines but is working within the gazette area. 2. Community elder

	7) Grievance Redress Mechanism (GRM) and Community Advisory Committee (CAC) 8) Employment & local benefits 9) Consultation schedule 10) Open forum	He then proceeds to highlight the key points of the presentation. During the presentation, he took the opportunity to express gratitude on behalf of the government and the Ministry of Infrastructure Development (MID) to the local community for their unwavering support during the initial phase of the SIRAP Project. This backing has been crucial in advancing our objectives, and as we transition into the new phase, known as SIRAP2 AF, it is essential that we continue to foster this level of community engagement and enthusiasm. Their support not only empowers the project but also reinforces our commitment to improving infrastructure and services for everyone involved. 	Are women allowed to brush the road for the contractor? LW: It depends on the contractor. Do note that some contractors will probably have machines and equipment to do that. 3. Chanel Ruba – Taisol Chairman The presentation is very clear, and from our experience with the previous contractor, they have hired local people for work. As we have witnessed the deteriorating effect of the road, this project will benefit all of us, and I look forward to contributing and supporting MID. Noted. 4. Chanel Ruba – Taisol Chairman The presentation is very clear, and from our experience with the previous contractor, they have hired local people for work. As we have witnessed the deteriorating effect of the road, this project will benefit all of us, and I look forward to contributing and supporting MID. Noted. 5. Community elder I am so happy to have attended this very important meeting. I understand and am now aware of the information you have shared and
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			about the upcoming project. However, no one owns the market stalls that are here to attend the meeting and are refusing to obey the law. How do we deal with that? LW: You've raised an important point. While some may choose not to attend the meeting, we all must participate. For those who violate the law, the police will address the situation accordingly. In another project, we had to resort to police intervention after issuing repeated warnings. 6. Community rep I am happy to see again Lawrence, Kelly and Joy, who are in the project during my time working for Exodus (Contractor under SIRAP). I am happy to hear that the road will be sealed, and we all should be proud. Noted. 7. Community rep My concern is regarding the water supply. Is there a way to incorporate a water pipe crossing in the design? LW: Please mark the locations of water pipe crossings or where your community proposes to have them, so that they are incorporated into the design. As soon as the road is sealed, there should be no further digging for the pipe crossings.
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			8. Taisol Chairman The former contract with Exodus they are closing a culvert near those pools of stagnant water, which breed mosquitoes. LW: The contractor is still here, and we will advise the contractor to clean up and open the culvert. Action: LW will liaise with the contractor to clean up the blocked drainage. 9. JF Discussed that another Community Advisory Committee (CAC) will be formed; therefore, request the community to identify their community rep. 10. LW Everyone is cleared and no more questions, we will close this meeting. Thank you for your accepting the consultation invite and for availing your time. 11. Taisol Chairman Closes the meeting and thanked the project team for coming and the community for taking their time to attend this very important meeting.
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Meeting 3: Fote Community Consultation		Meeting Venue: Fote Low	Date/Time: Monday, 28 th July 2025, 9:30 AM
Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID & PST Communities: Fote Low & Karasi	1 Welcome & objectives. 2 Project overview - WB -Additional Finance - Scope of Work in Malaita 3 Project Benefits. 4 Community Involvement support 5 Environmental & Social Consideration 6 Land & Compensation 7 Grievance Redress Mechanism (GRM) and Community Advisory Committee (CAC) 8 Employment & local benefits 9 Consultation schedule 10 Open forum	The lady acting chief opened the meeting by welcoming the project team and the community members. She informed the group that in the Fote community, there are about 20 houses and currently, most of the students are at school. Mary Oli proceeded to open the consultation with a word of prayer and handed over to the team for the presentation. LW: Thanked the community for accepting the meeting invitation and advised to share the information with other members who do not attend the meeting. Present the project presentation (see attached). LW then proceeds to highlight the key points of the presentation. During the presentation, he took the opportunity to express gratitude on behalf of the government and the Ministry of Infrastructure Development (MID) to the local community for their	1. David Lidimani – Community member Commented on the previous contractor's work; the tree and plants removed were not properly disposed of. LW: Took note of this and assured the community members that the team will ensure the contractor's compliance with proper disposal of such waste. 2. David Lidimani – Community member Some communities have small community projects. Our community need support from a contractor to help make our drains LW: We are aware of and noted this. 3. Community member I am happy about the upcoming project. If the project & development come with sealing, as we are now experiencing after the spot upgrade works, vehicles are travelling at high speed. Although I do not contribute to paying taxes, I would like to suggest installing road humps along the road for the safety of our community. LW: We are all pleased with this development, as the new road will reduce travel times in other

		unwavering support during the initial phase of the SIRAP Project. This backing has been crucial in advancing our objectives, and as we transition into the new phase, known as SIRAP2 AF, it is essential that we continue to foster this level of community engagement and enthusiasm. Their support not only empowers the project but also reinforces our commitment to improving infrastructure and services for everyone involved. RB added by highlighting the project benefits and seeking a sense of ownership towards infrastructures such as roads and bridges. Hence, emphasis on road safety for villagers because the road will become smoother, and the speed will be increased too. 	parts of Malaita. You have contributed to this project, even though you are not a taxpayer, and for that, we thank you. While we appreciate your suggestion, constructing road humps is not advisable and is illegal, as it requires specific design specifications. However, you can recommend the installation of reduced speed limit signs at the entrances to your community. Some drivers fail to observe traffic signage, and it is the responsibility of the police to enforce compliance among vehicle operators. 4. Casper Batoilofo – community member & former CAC member. Many of the issues, like the downpass of the pipeline, drainage, we are not sure why the contractor did not comply. LW: Thank you for bringing up this important point. We are taking note of it. Please identify the locations of the water pipe crossings so that the design team, Egis, who should have been here with us, can incorporate this information into the road design, including the drainage system if required. 5. Michael Maedola – Community Member During heavy rain, water overflows from the ridge due to inadequate drainage, causing flooding in our village. Additionally, I would like to request
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			that the river be diverted, as it also poses a threat to our community during periods of heavy rainfall. LW: Thank you for raising your concerns. We are taking note of this. 6. David Lidimani – Community Member We have observed the road project in Auki, and the traffic and safety warning signs are in Chinese. LW: That project is a bilateral funding from the PRC. The MID Safeguards present are taking note of this. 7. RB I would like to add to the discussion about community support for the project. While this project will bring many benefits, it also presents some challenges regarding road safety. With development comes a need for a shift in our mindset, which is essential for improving our road usage. It is important for parents to teach their children how to safely use the roads. We recommend that PST and Egis conduct road safety awareness programs in communities and schools along this route. LW: I recommend more signage on the road, but some drivers do not follow road signage. Therefore, police will need to be active.
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			PST noted this. 8. Community member I recommend that the project work with the police to keep our roads safe for the community. I also want to thank the government for this project. Under SIRAP, it was supposed to go from Gwaunaruú Airport Junction to Forcem Market, but now it goes only to Kwaisulinu. We appreciate their efforts. Noted. 9. Casper Batollofo – Community Elder During the selection of contractors, ensure the contractor complies with community requirements/grievances to reduce disruption. LW: This is noted. For your information, a grievance box will be installed, possibly at a specific location and in front of the contractor's camp to lodge any grievances. A CAC will also be established as another channel for raising complaints or suggestions. During the CAC meeting, grievances will be discussed and resolved. 10. John Batalofo – Community Elder & Resource owner
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			For your information, the gravel site at Kwaisuliniu I am the rightful owner of the site and I have legal documents as well. Unless if there is any issue, bring every party to meet. LW: Thank you for sharing that information. The government would like to request legal documents if the project intends to acquire gravel from you. 11. David Lidimani There is a feeder road from Kwaisuliniu up inlands. It is one of the main roads used by so many villages along the road. I am just sad that the road is deteriorating. During logging period, we support with free gravel to repair the road and the road is used when other roads are inaccessible. LW: That is also a gov't road, it is in the plan to fix it but just need funding. 12. John Batalofo I wanted to express that we are so lucky, other province are without roads and bridges. We at Malaita are very lucky. Noted. 13. John Lidimani I would like to close the meeting by saying thank your team, for coming and having this
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			conversation with us. We are a very small community, and we are privileged and blessed to have this project. Noted. LW: Thank you, community members, for taking your time to attend this very important meeting.
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Meeting 4: Gwaitabaá Community Consultation		Meeting Venue: Gwaitabaá Meeting House	Date/Time: Monday, 28th July 2025, 1 PM
Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID & PST Communities: Gwaitabaá	1) Welcome & objectives. 2) Project overview - WB -Additional Finance - Scope of Work in Malaita 3) Project Benefits. 4) Community Involvement support 5) Environmental & Social Consideration 6) Land & Compensation 7) Grievance Redress Mechanism (GRM) and Community Advisory Committee (CAC) 8) Employment & local benefits 9) Consultation schedule	JF: Thank you, community members, for accepting our meeting invitation and for availing yourself to attend this meeting. JF introduces the team and presents the - Welcome & objectives. Project overview. LW: Present the rest of the project presentation (see attached). LW then proceeds to highlight the key points of the presentation. During the presentation, he took the opportunity to express gratitude on behalf of the government and the	1. Esmy Umai – Community women rep I wanted to add to the discussion that students are using the road there. I want to request that the project team advise drivers to drive safely. LW: Thank you for your input. In response to your comment, there are rules regarding road usage: as roads are improved, higher speed limits can be imposed. Therefore, it is crucial to have proper road signs in place and for police to actively enforce compliance among drivers. Additionally, as we anticipate upcoming development, both pedestrians and drivers need to learn how to navigate the roads safely. Parents should also take the time to teach their children how to use the roads responsibly.

	10) Open forum	Ministry of Infrastructure Development (MID) to the local community for their unwavering support during the initial phase of the SIRAP Project. This backing has been crucial in advancing our objectives, and as we transition into the new phase, known as SIRAP2 AF, it is essential that we continue to foster this level of community engagement and enthusiasm. Their support not only empowers the project but also reinforces our commitment to improving infrastructure and services for everyone involved. 	2. Marlon – Community member I want to add on to the comment on road safety, if the sealing of the road, the construction of a pedestrian footpath will help in the road safety for road users. Noted. 3. Community member Our community fully supports every project, as we benefit from them. LW: Thank you, and it's good to hear this kind of feedback from the community. 4. Community member For the sealing, can the project support providing sealing to the feeder road entrances? LW: This is noted, and we will confirm this with the design team. 5. Community member From the initial SIRAP Project consultation and meetings, the 15x15m road clearance is already clear, and we have understood the Road Act. Noted. 6. Community Member
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			There are water crossing sites; however, the people to identify them are not here LW: I appreciate your comment. It would be helpful if you could advise them to mark the location of the water pipe crossings or the proposed crossing. This will allow the design team to incorporate it into their plans and potentially provide casing for the pipes that will run across the road. Once the road has been sealed, no further digging should occur, as it could damage the road. 7. Janet Talau – Community member & women rep Closed the meeting by saying the community's appreciation for this first initial consultation and urged the community members to show their support for the project. LW: Thank you, community, for the ongoing support. We look forward to working with you all.
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Meeting 5: Airahu Community Consultation		Meeting Venue: Airahu Roadside Hut	Date/Time: Monday, 28 th July 2025, 3 PM
Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID & PST Communities: Airahu	1 Welcome & objectives. 2 Project overview - WB -Additional Finance	Barani – Community Elder & chairman Acknowledged the project team and highlighted that they are familiar with	1. Barani – community elder & chairman I would like to clarify as a former CAC member, you are not expected to get any pay or any form of

	- Scope of Work in Malaita 3 Project Benefits. 4 Community Involvement support 5 Environmental & Social Consideration 6 Land & Compensation 7 Grievance Redress Mechanism (GRM) and Community Advisory Committee (CAC) 8 Employment & local benefits 9 Consultation schedule 10 Open forum	the SIRAP Project and have supported it, and he was a former member of the CAC. LW: Thanked the community for accepting the meeting invitation and advised to share the information with other members who did not attend the meeting. Presented the project presentation (see attached). LW then proceeds to highlight the key points of the presentation. During the presentation, he took the opportunity to express gratitude on behalf of the government and the Ministry of Infrastructure Development (MID) to the local community for their unwavering support during the initial phase of the SIRAP Project. This backing has been crucial in advancing our objectives, and as we transition into the new phase, known as SIRAP2 AF, it is essential that we continue to foster this level of community engagement and enthusiasm. Their support not only empowers the project but also reinforces our commitment to improving infrastructure and services for everyone involved.	allowance. I have worked on the SIRAP project, and I understand the project and role of the CAC. Noted. 2. Community member I want to comment on the cutting of the nets at the bridges; they should be concreted, as we can see now, the nets are all cut out. But it's all according to the plan of the contractor. LW: Acknowledges the comment. With that suggestion, it also comes back to us as community members and project beneficiaries to take ownership of the project and look after it. Thank you, community members, for the discussion.
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Meeting 6: Bio Community Consultation		Meeting Venue: Bio Hut	Date/Time: Tuesday, 29 th July 2025, 9 AM
Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID & PST Communities: Bio 1 & Bio 2 Community	1) Welcome & objectives. 2) Project overview - WB -Additional Finance - Scope of Work in Malaita 3) Project Benefits. 4) Community Involvement support	Acting chairman – Nickson Kala Welcome everyone, and outline the meeting agenda. Catechist – Fr George Kiriau Welcome the project team and mentioned that there are two	1. Timothy Gani – Bio community member I want to firstly express that I am ashamed of how badly the name of our community was tarnished by a few people and outsiders who have caused damage to the gabion nets. As I speak, police are conducting their investigation to arrest the culprits.

	5) Environmental & Social Consideration 6) Land & Compensation 7) Grievance Redress Mechanism (GRM) and Community Advisory Committee (CAC) 8) Employment & local benefits 9) Consultation schedule 10) Open forum	communities present – Maoba & Bio. He also welcomed the community to listen to this project development. RB: initiated the project presentation with a few words to the community for accepting the meeting invitation and proceeded with the community consultation presentation. Present the project presentation (see attached). LW: highlight by taking the opportunity to express gratitude on behalf of the government and the Ministry of Infrastructure Development (MID) to the local community for their unwavering support during the initial phase of the SIRAP Project. This backing has been crucial in advancing our objectives, and as we transition into the new phase, known as SIRAP2 AF, it is essential that we continue to foster this level of community engagement and enthusiasm. Their support not only empowers the project but also reinforces our commitment to improving infrastructure and services for everyone involved. HP: There will be potential environmental and social issues that may arise during the implementation phase, and we will have	JF: Acknowledges Timothy's comments and advised the community to improve in the next project and to seek the support if required. 2. Community member I want to know more about the CAC membership. Are they a committee for meetings only or other work? JF: The Community Advisory Committee, known as CAC, is an initiative by the government through MID. The committee is made up of members from various communities, and its main purpose is to foster a sense of ownership—both at the community and individual levels—over local infrastructure. Often, people perceive roads and bridges as belonging solely to the government, not realising that the government represents the people, and that this infrastructure belongs to them. When communities engage with the CAC, they actively support projects by backing the contractors involved. They support the contractor by identifying the rightful resource owners to deal with, selecting community members for work, raising community requests to the contractor etc. 3. Community Elder & former PWD officer Clarified and advised the community members regarding the Road Act and urged them to plant crops and construct their daily market outside of the 30m road width.
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		mitigation measures in place. It's important to hold a meeting to gather feedback from the community on what they believe the contractor should improve for the upcoming project.  	Everyone noted. 4. Timothy Gani – community member Add on the what the elder have talked on to clarify for upcoming project work to support and harvest crops and plants and replant them outside the 30m road width. LW: acknowledges the comment and added that the road will not be 30m in width, The actual sealing will be about 8m in width. The remaining will be a clearance space for material and machinery storage. 5. RB Emphasised the advantages of road infrastructure, including improved road safety and access, enhanced connectivity to healthcare, education, and markets, and the creation of jobs, which boost the economy. Noted. 6. Catechist – Fr George Kiriau I am grateful to the project team for organizing such an important awareness program and for encouraging community members. As the project introduces new developments, a shift in mindset is essential. We should avoid distractions and behaviors that could negatively impact the project and instead focus on the future and the benefits it will bring. In biblical terms, we are
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			fortunate and blessed to be part of this initiative. On behalf of the church, we pledge our full support for the project. As you can see, most of the villagers are living on one side of the road, and our church is on the other side. Therefore, I would like the design to consider installing a road-crossing for the safety of our community members. LW: Thank you for your comment and support towards the project. Your input is noted, and we will relay it to the design team, who are not here with us this morning. JF: During a trip with an overseas delegate, he was amazed to see an advanced road sign indicating a church ahead, as it was the first time he had seen one. 7. Community Elder & former PWD officer For road/feeder roads, I will carry mud into the road. Can the feeder road be sealed as well? LW: The sealing will only be for the main road from the Gwaunaruú Airport Junction to Kwaisuliniu. The sealing of the feeder road will be an additional cost for which funding available is only for the said road section. 8. Community elder
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			Ended the meeting by re-stressing the need to shift mindset and attitude, and that the community are in fully supporting the upcoming project. He also thanked the community members for their time to attend the meeting. RB: Responded by thanking everyone for their contribution in the discussion and the support from the village catechist, chief, elders, men, women and children. The main objective is to make everyone aware of the upcoming project. 9. Catechist – Fr George Kiriau Closes the meeting with prayer.
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Meeting 7: Gwaunoa Community Consultation		Meeting Venue: Gwaunoa Market	Date/Time: Tuesday, 29 th July 2025, 12 PM
Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID & PST Communities: Gwaunoa	1 Welcome & objectives. 2 Project overview - WB -Additional Finance - Scope of Work in Malaita 3 Project Benefits. 4 Community Involvement support 5 Environmental & Social Consideration 6 Land & Compensation	LW: Thanked the community for accepting the meeting invitation and advised to share the information with other members who do not attend the meeting. Present the project presentation (see attached). LW then proceeds to highlight the key points of the presentation.	1. Willie Tolugo – community member It is good that we have this consultation, and now that we are aware of this road width. This is so that when civil works starts people move things with no argument or misunderstanding. From the previous project (SIRAP) it was great to see that it provided jobs to local community, hence, I give my full support for the road sealing project. Noted.

	7 Grievance Redress Mechanism (GRM) and Community Advisory Committee (CAC) 8 Employment & local benefits 9 Consultation schedule 10 Open forum	During the presentation, he took the opportunity to express gratitude on behalf of the government and the Ministry of Infrastructure Development (MID) to the local community for their unwavering support during the initial phase of the SIRAP Project. This backing has been crucial in advancing our objectives, and as we transition into the new phase, known as SIRAP2 AF, it is essential that we continue to foster this level of community engagement and enthusiasm. Their support not only empowers the project but also reinforces our commitment to improving infrastructure and services for everyone involved. RB added by highlighting the project benefits and seeking a sense of ownership towards infrastructures such as roads and bridges. And added potential Environmental & Social issues that might arise during the implementation phase, and that mitigation measures will be in place.	2. Community member I wanted to contribute to the discussion that seeking local knowledge to incorporate into the design is very important. A good example, we have observed that the gabion baskets have been damaged. It seems unclear why they chose to include these instead of opting for concrete. Because if required, our input, we would have chosen the latter because we know the context. Noted. 3. Community member I want to clarify the 15x15m, as we anticipate development, to make people aware of it. LW: The gazette road width is 15 by 15 meters from the centerline on each side. The sealed road itself will be 8 meters wide, with two lanes of 4 meters each. Although the total width is designated as 30 meters, this extra space is provided to allow the contractor to store materials and equipment. Additionally, with upcoming developments, it is advisable to construct buildings or cultivate plants outside of the designated road width to comply with the Road Act. 4. Community member – Andrew Moli I want to understand whether the SIRAP Project is a grant or a loan.
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			LW: This project is funded through a combination of a grant and a concession loan. 5. Community member It is great that your team from MID is raising awareness about the Road Act, especially the 30-meter road width rule. Many people in our community are learning about this for the first time. This information will help everyone understand the law, and those who are building within the 30-meter width need to start moving out. Noted. 6. Community elder I am amazed that the road will now be sealed. I grew up and seeing projects working along the road but now it will be the first time to have our road section sealed. We are lucky to have the project be done in our road/community. I look forward to supporting the project. LW: Yes, the road sealing will be the first of its kind along this road section and everyone will benefit from it. Your community and other coming from North and East Road will benefit from it. 7. Andrew Moli – community member When will civil works starts?
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			LW: We are currently in the design phase, followed by procurement. Civil works are expected to begin next year. 8. Andrew Moli – community member With the road sealing, I understand and have observed many vehicles speeding which is very concerning. Is there a part to lessen the speed? 9. Andrew Moli- community member Is there a possibility of constructing speed humps? Because there are speed signs, but drivers are not following. LW: Speed humps have their specific design and regulations; hence, constructing one is illegal. However, we note your concerns. There are safety measures that in place like the speed signs, however, it reverts back to the traffic police to strengthen and ensure compliances. 10. Community member From those of us staying in the village/community we are very happy about the project, and I would like to thank our government. Noted. 11. Andrew Moli – community member
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			When trying to enforce something, after conducting such a community awareness program, have your team deal with people who do not want to comply with the Road Act LW: This kind of case has happened. We have repeated meetings with the individual who do not want to comply with the law without progress, which resulted in police arrest. 12. Community member I agree and would like to suggest conducting road safety awareness at schools; educating students the meaning of signages etc.. JF: This is noted and as mentioned, we have facilitated road safety awareness in the previous project and we see a need for another for this project. 13. RB I would like to add on the discussion, as road will be sealed, children and youths would like to play on the road happened in some places. Therefore, I urge parents and community leaders to educate our children about road safety. 14. Community member Can you provide more detail of CAC. JF: CAC stands for Community Advisory Committee, and the SIG is actively promoting the
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			establishment of this committee in many of its infrastructure development projects. This initiative aligns with global best practices for stakeholder engagement and World Bank Environmental and Social (E&S) standards. The members of the CAC are community members who participate voluntarily, without any pay or allowances. The purpose of the CAC is to foster a sense of ownership, encourage inclusive participation, and identify and address grievances, among other objectives. 15. Community Elder Thank you for attending the meeting. I apologize that not everyone from the community could be present. We have some ongoing issues with those living across the street, which is why they are unable to join us today. Nonetheless, we are pleased to hear about this project and would like to express our support for it. LW: Thank you for taking the time to attend this important meeting. It is great that we have the village chairman here to share the information from today's discussion. We will conduct a few more consultations in the coming months.
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Meeting 8: Koa Community Consultation		Meeting Venue: Koa Meeting House	Date/Time: Tuesday, 30 th July 2025, 9 AM
Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID & PST Communities: Koa & Feratasisi	1) Welcome & objectives. 2) Project overview - WB -Additional Finance - Scope of Work in Malaita 3) Project Benefits. 4) Community Involvement support 5) Environmental & Social Consideration 6) Land & Compensation 7) Grievance Redress Mechanism (GRM) and Community Advisory Committee (CAC) 8) Employment & local benefits 9) Consultation schedule 10) Open forum	Community priest – James Aitee Thank you, Lawrence, Kelly, Joy, and team, for the community consultation invitation. We look forward for a fruitful discussion. HP: Firstly, thank you, community members of Koa & Feratasisi, for accepting the meeting invitation, we understand that not all members are present, so please share the information with other members who do not attend the meeting. **Deliver the project presentation** LW added on after the presentation to express his gratitude on behalf of the government and the Ministry of Infrastructure Development (MID) to the local community for their unwavering support during the initial phase of the SIRAP Project. This backing has been crucial in advancing our objectives, and as we transition into the new phase, known as SIRAP2 AF, it is essential that we continue to foster this level of community engagement and enthusiasm. Their support not only	1. Lawrence Maka – community member Thank you for organising this community consultation meeting. On behalf of the community, I want to thank SIG and the World Bank for the previous project. Now, we will have another road improvement, and our road will be sealed. We are also grateful to the previous contractor who built the washing slab, which has helped our women when they wash clothes. Our community is here to help and support the project. LW: Thank you for your feedback and comments. We are pleased to hear your thoughts, and the World Bank would also appreciate hearing these stories. As I mentioned before, the community's support for the project has been crucial to its success. Therefore, we look forward to your continued support in the next phase of the project. 2. Community member – Thank you, team, for supervising and overseeing the development in our community; we are excited about the upcoming improvements. I would like to address a few concerns:

		empowers the project but also reinforces our commitment to improving infrastructure and services for everyone involved. RB additional comments on Environmental and social risks, potential impacts, and mitigation measures. He also highlighted the benefits of the projects for the community, province, and the nation.  	1. There are individuals in the community engaging in illegal activities, which are causing damage to properties. 2. The contractor responsible for the civil works must ensure high-quality work, especially considering the significant amount of money they are being paid. 3. We have concerns about pedestrian safety, as there is currently no footpath along the road. It would be beneficial for the project to include a footpath, as community members use the road to walk to the river, and a separate path for pedestrians is needed to ensure their safety. Thank you, Joy, Kelly, and the team, for your consultation. LW: Thank you for your comment. We appreciate your feedback. In response to the issue of vandalism, we believe this is a matter of attitude. Many people view road infrastructure as government property rather than as their own. We encourage community members to take pride in and care for these assets, as your community is fortunate to have such projects when other areas of the country are still in need of basic infrastructure. 3. Community Priest – Graham Atu You have talked about an attitude problem – this reflects what happens in the home.
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			I want to thank SIG & WB for funding the project. We are so lucky to have such development happening in our province. Donors do not want to be involved in disputes. What our community need to do now is to change our mindsets and support the project. A lot of local people will benefit from working on the project, but the product will benefit not only our community but the whole province and country. LW: Thank you, Priest, for the remarks. 4. Community member – Elphrem Gaoi Those people who live within the road reserve, are they aware of removing their property from the road? LW: It is through consultations like these, we are raising awareness and will continue to have discussions. While some people might view these meetings as insignificant, they are very important as they impact individuals. 5. Community member – Elphrem Gaoi Projects like the CSP helped in clearing weeds from the roadsides, which local community members benefited from that program. LW: Yes, that program is under the DFAT & the government, which no longer has funds to continue with such an initiative.
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			6. JF I would also like to add on to the discussion by saying thank you to the community and your participation during SIRAP. 7. RB I would like to emphasize that during the civil works phase of the project, various issues may arise. It's important for the community to know the channels available for addressing these concerns. One effective channel is the Community Advisory Committee. This committee helps identify and address grievances while facilitating communication between the project implementers and the affected community. Everyone noted. 8. Community women Rep & former CAC member – Jenny Leah On behalf of the women in the community, thank you, SIG & WB, for the project. Now we are running down the hill, and we have benefited a lot from the project. There are community requests we have brought to the previous contractor but were unsuccessful due to budget constraints. However, they benefited a lot from the project. JF: Thank you for the remarks. The contractor will only respond to community requests rather than
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			individual requests, and budget and time will also be constraints. However, this does not prevent the community from bringing requests to the CAC meetings to discuss whether they are feasible or not. 9. Pastor James Aitee Thank you, everyone, for the important points discussed during this meeting. Thank you, project team, for bringing the wonderful news that our road will be sealed. We look forward to supporting this project. **Closing Prayer** LW shared a thankful note from the team.
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Meeting 9: Gwaibaleo Community Consultation		Meeting Venue: Gwaibaleo Meeting House	Date/Time: Tuesday, 30th July 2025, 1 PM
Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID & PST Communities: Faiako, Gwaibaleo & Rongoakwa	- Welcome & objectives. - Project overview - WB -Additional Finance - Scope of Work in Malaita - Project Benefits. - Community Involvement support - Environmental & Social Consideration	The second chief opened the meeting by firstly welcoming the project team and mentioned that the community chairman and Catechist are present in the meeting and will spread the information to other community members who are not present during the meeting. LW: Thanked the community for accepting the meeting invitation and	Community member & former CAC – Cornelliu Sade What time will the civil work start? LW: Currently, we are in the Design phase; these activities feed into the tender documents for the procurement stage. Afterwards is the civil works, which is probably next year.

	6. Land & Compensation 7. Grievance Redress Mechanism (GRM) and Community Advisory Committee (CAC) 8. Employment & local benefits 9. Consultation schedule 10. Open forum	advised to share the information with other members who did not attend the meeting. **Present the project presentation** (see attached). LW then proceeds to highlight the key points of the presentation. During the presentation, he took the opportunity to express gratitude on behalf of the government and the Ministry of Infrastructure Development (MID) to the local community for their unwavering support during the initial phase of the SIRAP Project. This backing has been crucial in advancing our objectives, and as we transition into the new phase, known as SIRAP2 AF, it is essential that we continue to foster this level of community engagement and enthusiasm. Their support not only empowers the project but also reinforces our commitment to improving infrastructure and services for everyone involved. RB re-emphasises important Environment & Social Safeguards points. **Meeting open for discussion**	2. Community member & former CAC – Cornelliu Sade A CAC will form again for this upcoming road project? I am a former CAC member under the SIRAP Road Project, and I have seen that the sacrifice and the support the members have given to the contractor were a lot, and they were not even paid for it. LW: The sole purpose of the Community Advisory Committee (CAC) is to support the SIG as part of infrastructure development projects. The members of the CAC are drawn from the local communities. Participation is voluntary, and the contractor will provide transportation to and from the meetings, which are held at least once a month. Refreshments will be offered after the meetings. Being a member of the CAC enables community members to assist the contractor in addressing and resolving grievances and issues, etc... 3. Community member & former CAC – Cornelliu Sade Are CAC members not allowed to work? From the previous project, the contractor does not allow CAC members to be part of the civil works. LW: There is no restriction for CAC members to be part of the local workforce for the project. However, it will depend on the contractor whether they require more workers or not.
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			4. Community member In my opinion, the leaders and community members who were involved before the road was established may not be university graduates, but they allowed this development to happen in our community, resulting in the roads we have today. While some individuals in the community are now well-educated, they are not supportive of the project. It would be in the best interest of those with properties adjacent to or within the road's right-of-way to consider moving. It is important to avoid being selfish and disputing the Road Act; instead, think about the benefits that you and even your grandchildren will enjoy in the future. LW: That is a very important point you highlighted. This kind of contribution and support does not go unnoticed, and significant work has already been done for road creation; hence, we cannot dispute this work now. 5. Community member In my opinion, the donor partner will not want to work on disputed land. LW: That is true, that is why the upcoming works will only be on Gazette Road in where the Road Act is applied. 6. Community member – James Rina
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			CCECC works from Auki to Kilufi hospital. What about the road from Kilufi to the Airport? I assume work from Auki will continue until Gwaunaruú Airport Junction. LW: The road sealing project in Auki is funded by the PRC through a bilateral relationship with SIG. The missing link between Kilufi and the Airport Junction depends on available funds, which are not part of our current project. 7. Community Paster – Peter Thompson From the previous contractor, there are issues we have observed. • There is a safety issue for children and the community. The contractor camp should be located away from the community. There are big moving vehicles and travelling very fast. I observed, safety for workers too, when your team are onsite for monitoring, the workers would hide if they were not wearing PPE. LW: Thank you for the observation, and we are taking note of this to ensure the supervision consultant for this upcoming project need to monitor the contractor's compliance. Also, the traffic speed limit will be recommended because of the rapid vehicle movements. 8. Community member I believe that for the sealing roadworks, the contractor does not need to be a local company; an overseas company could be a suitable option.
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			Local companies sometimes struggle with cash flow issues, which can affect the timely payment of workers' salaries and the right machine to do the work. LW: Both local and international companies can apply for this project. The contractor will be decided after the procurement stage. 9. Community member – Nelson Tonisi I want to share an experience from my youth before the PWD (Public Works Department). Whenever we heard a vehicle approaching, we would jump into the bushes for our safety. However, things are different now; both people and vehicles want to be on the road. Do we know the contractor? LW: We are currently still in the design stage. Next, the procurement stage will follow, during which the companies that applied for the work will be awarded contracts. Then, civil works will commence. 10. Community member – Cornelius Sade This is not the last meeting, right? LW: More meetings are scheduled to take place. After the design and final design phases, and once the contract is awarded, we will hold a meeting to introduce the new contractor. We look forward to
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			your community's participation in these upcoming meetings. 11. RB Re-emphasises the potential Environmental & Social impacts and mitigation measures in place to address them, including the GRM Process and CAC. Noted. 12. Community member – James Rina Since work will be coming, what about my trees along the road? I want to development to come, and I do not want to stop the company from working in case they think I want payment. I want to be comment and be clear because I want development to come. LW: If it is within the Road corridor (30m width) do take note that no compensation will be made. All of us want development, and we also must play our part. If you think you plant/fruit trees within the road corridor, you should harvest them and replant them outside of the road. Even when it comes to building houses, it is safer to build houses away from the road. That is why we are having this discussion to make you aware ahead of the road works so you can start shifting your plants/property before civil works begin.
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			13. Community chief Thank you, Lawrence, and team, for the meeting, and to the community members. Those of us here will pass the information to those community members who are not present here today. LW: Thank you, community, for having us. We look forward to seeing you all at the next meeting.
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Meeting 10: Buma Community Consultation		Meeting Venue: Buma High Meeting House	Date/Time: Tuesday, 5 th August 2025, 4:30 PM
Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID & PST Communities: Buma	1 Welcome & objectives. 2 Project overview - WB -Additional Finance - Scope of Work in Malaita 3 Project Benefits. 4 Community Involvement support 5 Environmental & Social Consideration 6 Land & Compensation 7 Grievance Redress Mechanism (GRM) and Community Advisory Committee (CAC) 8 Employment & local benefits 9 Consultation schedule 10 Open forum	Pastor – Chillton Simi - Opening Prayer Community chairman – Welcome the project team for conducting the consultation. LW: Thanked the community for accepting the meeting invitation and advised to share the information with other members who did not attend the meeting. The meeting was scheduled for Tuesday, 29th July, but due to a death in the community, it was rescheduled. **Present the project presentation** (See attached).	1. Community chairman – Augustine Mae Why is the project only up to 12km and not the 17km? LW: This is due to the budget. The amount of money funded could only be for sealing the 12km. Hopefully, if we have more funding, then it can reach 17km. 2. Community chairman - Augustine Mae To my community, as Exodus has conducted consultations in the previous project, which has improved our road. From our community, we want to say thank you. Our community need to provide support that is our part, to give support. We are happy with the next stage of the road sealing project that your team are here conducting the consultation.

		LW then proceeds to highlight the key points of the presentation. During the presentation, he took the opportunity to express gratitude on behalf of the government and the Ministry of Infrastructure Development (MID) to the local community for their unwavering support during the initial phase of the SIRAP Project. This backing has been crucial in advancing our objectives, and as we transition into the new phase, known as SIRAP2 AF, it is essential that we continue to foster this level of community engagement and enthusiasm. Their support not only empowers the project but also reinforces our commitment to improving infrastructure and services for everyone involved. HP added to the discussion the potential Environmental & Social impacts and mitigation measures, which include the contractor's CESMP and assured that safety will be monitored. The GRM and its appropriate channels of lodging complaints were also mentioned.	I want to urge my community to support the project to see change and development. When will the project start? LW: Thank you for the remarks and pledging community support towards the project. The project should start next year. We are now in the design stage and the next will be the procurement phase. After the contract is awarded then the commencement of the civil works. 3. Community chairman - Augustine Mae I believe your team have seen me digging beside the road, it is because I have placed a galvanised pipe for the water pipe crossing. LW: Thank you for bringing this up. Please mark the location of your water pipe crossings or any proposed site so that the design team can locate them to incorporate them into their design. This is so that pipes have a designated crossing location to avoid digging the sealed road. 4. Community chairman - Augustine Mae Ask the community members if everything presented and talked about is clear, to which everyone agreed. Closes the meeting. LW: Thank you for taking your time out this evening to attend this very important meeting.
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		 The top photograph shows a group of people gathered under a large, open-sided wooden shelter. A man in a light-colored shirt and blue shorts is standing and addressing the group. Several people are seated on long wooden benches. The bottom photograph shows a similar scene from a different angle, with more people seated on the benches, listening to a speaker who is partially visible in the foreground.	
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Meeting 1: Atori Station, Tabawao,		Meeting Venue: Atori Clinic	Date/Time: Friday 1 August, 12 pm
Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID & PST Communities: Fouo, Saofura, Atori Station, Tabawao, & Gwarimudu	- Welcome & objectives - Project overview - WB - Additional Finance - Scope of Work in Malaita - Project Benefits. - Community Involvement support - Environmental & Social Consideration - Land & Compensation - Grievance Redress Mechanism (GRM) and Community Advisory Committee (CAC) - Employment & local benefits - Consultation schedule - Open forum	LW welcomes the participants and introduces the team, presenting the content of the additional finance project under SIRAP. LW explained that the additional Finance scope of work for SIRAP includes sealing of North Road and upgrading of East Road and Suavana Airstrip runway. He also emphasised that though those roads MID will continue to be maintained, those roads will be maintained after the project leaves. JF added that SIRAP is just one of the core funding agents that continue to support the development of infrastructure in Malaita and as a whole of the country in the Solomon Islands. So, our working together is really important for the development of our development in province.	- Chief – Patteson Sui I have grown up and have heard of what the team are talking about. The issues you have talked about is very important. I have a quarry site but first I will talk with my brothers and children because I want the development to happen in my community. Noted. - Community member When will the program be implemented? RB: We are at the detailed designs phase, and this consultation is part of this phase. This is also an opportunity to pick up any concerns raised by the communities that would influence the outcome of the design. Once the design has been finalised, it will be submitted to SIRAP, MID and WB for comments and eventually approved. Then we shall prepare a procurement of the contractor, and the work shall start next year. - Community member What about the gravel I own? Will the project pay for them?

		  	LW: That is not something that we can discuss now. The roads will need a certain quality of aggregates adequate for the work, not just any aggregate. So, it is best that we wait until the contractor comes on board, and then we can talk with him. 4. Community member: This is the first meeting that we have with the SIRAP project for the East Road new project. We must be thankful for this initiative for the new road improvement project that we will benefit from, especially the road users. 5. Community member We also want road humps because vehicles are always speeding, and they will never adhere to the speed limit sign. LW stated that speed humps are not always encouraged because it will set the wrong precedent to construct illegal speed humps. 6. Community member Will the overseas contractor create job opportunities for communities here, such as unskilled labour? RB: That can be brought up with the contractor once it comes on board. We cannot promise anything at this stage. 7. Women rep
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			Being a woman in the community, we desire good roads that ensure safety for our children when they walk to school and so forth. Noted. 8. Community member The road improvement from Fabaratalo is very good. In my view if the whole community should sign their agreement to remove plants or market houses in the ROW so that any dispute everyone is aware of it. Noted. 9. Community member – Philemon In slide 6 who will sign the MOU with landowner? Contractor or MID? I’m asking because if there is an MOU, then there should not be a problem. LW: The MOU will be with the landowner and the contractor. 10. Rooney – community member I want to clarify is it a World Bank funded/grant or loan to SIG? LW: This project is partially a grant and a loan. Rooney: I ask this question to clarify because if SIG to loan we have to support and allow the govt and project to come. Because if it is a similar
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			project but done in another project, we are still liable to repay through our taxes. Therefore, I urge you community members to support the project. 11. Sammy – Community Police Officer Looking at the project, Gwaunaruú to Kwaisuliniu, what about the road from Kilufi to Gwaunaruú? LW: The only reason for this is there is no funding. The roadworks from Gwaunaruú Road Junction to Kwaisuliniu, is under the SIRAP project so this additional finance is to further improve the project. 12. Roonie – Community member About the 30x road width, what if you issue notices to people along the ROW so people are aware their plants/stalls. Also, when will the project will start? LW: That is why we are conducting such consultation and meetings to make people aware of the Road Act. Hence, will continue having dialogue with those people. We are now in the design stage of the project. The project should start next year. 13. Community member I have heard from Baratalo to Dala resource owners disputed to cut trees due to tabu site.
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			Therefore, I advise us communities' members if there is a tabu site or tree, do mark them out. I want to suggest creating a team and if there is any issue to land/tapu site, the team will deal with the resource owners. JF: There will be a committee called Community Advisory Committee (CAC) established who will support the contractor regarding such issues as well. 14. Roonie – Community member Community members should make their relatives in Honiara aware of the upcoming project and to support it, to avoid unnecessary issues. 15. Village chief – Patteson Sui Added that each community chief will talk with their community. I am the chief of Tabawao and I will talk with my community and family.
Meeting2: Gwaifai & Rarata Community		Meeting Venue: Gwaifai Market	Date/Time: Friday 1 August, 3 pm
Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID & PST	1. Welcome & objectives 2. Project overview	LW welcomes the participants and introduces the team, presenting the content of the additional finance project under SIRAP.	1. Eric – Gwaifai Chief The gazette Road, if you want to dispute it, is it part of the law and police will be involved?

Communities: Gwaifai & Rarata	- WB - Additional Finance - Scope of Work in Malaita 3. Project Benefits. 4. Community Involvement support 5. Environmental & Social Consideration 6. Land & Compensation 7. Grievance Redress Mechanism (GRM) and Community Advisory Committee (CAC) 8. Employment & local benefits 9. Consultation schedule 10. Open forum	LW explained that the additional Finance scope of work for SIRAP includes sealing of North Road and upgrading of East Road and Suavana Airstrip runway. He also 301mphasized that though those roads MID will continue to be maintained, those roads will be maintained after the project leaves. 	LW: The road act is a law; therefore, police will get involve if it involves the law. 2. Robert – community member It is important to for people to attend this consultation and to be aware of the Road Act. 3. Robert – community member Will your team conduct meetings in the future? JF: Yes, there will be more community consultation meetings. 4. Gwaifai Chief – Eric My thought on those planting crops along the road to make them aware and advise them to move out of the ROW and harvest their crops. I want the road project to must happen because our communities will be benefitting from the improved road, not WB, MID etc.... It is good to have these meetings. We will pass the message on to other community members. We are happy to support the project and look forward to attending more meetings. LW: Thank you for the remarks. We seek cooperation and support from the community.
Meeting 3: Kwaiafa		Kwaiafa School	2nd August 2025, 9:30 AM
Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID & PST	1. Welcome & objectives	LW Lead presentation. He introduced the team, explaining the roles which the	1. Community member. Is drainage considering in the project design?

Communities: Darione, Kwaiafa,	2. Project overview - WB - Additional Finance - Scope of Work in Malaita 3. Project Benefits. 4. Community Involvement support 5. Environmental & Social Consideration 6. Land & Compensation 7. Grievance Redress Mechanism (GRM) and Community Advisory Committee (CAC) 8. Employment & local benefits 9. Consultation schedule 10. Open forum	team presents play including MID, SIRAP- PST. He then explained the SIRAP additional finance project and the scope of work that will be done. RB add on explaining the timeline of the project works and when it might start, stating that the process will take a bit of time, the tender might go out this year, and the contractor might be selected and mobilised by next year. LW also mentioned the road act and requires 30-meter boundaries. He then explains the situation and remainder those people who have those properties along the road edges is important to consider this road act. He also goes on to explain how those signages along the road are very important they can provide information and warnings to drivers and pedestrians on using the road. He encourages the community to look after those properties and treat them as important items for all road users. RB adds on that under this Project, at the school zone, crossing will be provided, speed limit signs, school zone signs, and village signs as well are in the design. Safety is the aim of this project.	LW response that assessments have been done previous week before this consultation, identification along the road is done and it should be capture in the design. 2. Community elder rep Appreciates the project and the fact that they have been informed about this upcoming project with WB. 
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		JF add on, communities should take note that man-made road humps are illegal and whoever is found doing such practice will be liable to be fined or arrested. Also, by destroying the pavement, this can weaken its durability and strength, which is not allowed to. For any more concerns or questions, community members can seek Kelly (MID) and JF (SIRAP2 PST) at the office located near the MID works area. JF thanks the community for their time and closes the meeting.	
Meeting 4: Faufaumela		Community hut	3rd August 2025, 12 PM
Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID & PST Communities: Faufaumela & Fauíua	1. Welcome & objectives 2. Project overview - WB - Additional Finance - Scope of Work in Malaita 3. Project Benefits. 4. Community Involvement support	LW welcomes the participants and introduces the team, presenting the content of the additional finance project under SIRAP2. LW explained that the additional Finance scope of work for SIRAP2 includes sealing of North Road and upgrading of East Road and Suavana Airstrip runway. He also emphasised that though those roads MID will continue to be maintained, those roads will be maintained after the project leaves.	1. Community elder: I would like to say thank you to MID & your team for conducting this very important meeting. Road is an essential for our daily life and we would like to share our appreciation to the government and the donor WB for this project. We look forward to supporting the project. LW: Thank you for the remarks. 2. Community member: What is duration for the road construction from Baratolo to Atori?

	5. Environmental & Social Consideration 6. Land & Compensation 7. Grievance Redress Mechanism (GRM) and Community Advisory Committee (CAC) 8. Employment & local benefits 9. Consultation schedule 10. Open forum		LW: The construction activity might go on for one year. 3. Women rep Thank you, government, and donor WB, for this project. We need the road to be fixed to reduce travel time to the hospital. Good to know that there will be opportunities for youths, women, and men to be involved in the project. My concern is regarding road safety along the road, if possible, regarding road signage or humps along the road. LW: Your concern is noted, and we thank you for the remarks. 4. Community member: Will culverts and bridges be built where needed? LW: This is just a road maintenance project, maybe some culverts will rehabilitate but bridges not that we are aware of in the project plan.
Meeting 5: Feraábu		Community hut	3rd August 2025, 2 PM
Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID & PST Faádila, & Feraábu.	1. Welcome & objectives 2. Project overview 3. WB -Additional Finance	LW welcomes the participants and introduces the team, presenting the content of the additional finance project under SIRAP2.	1. Community elder. The community welcomed and thankful for the presentation and news that our road will be improved. Safety concerns only, will there be drainage and safety signages installed?

	- Scope of Work in Malaita 4. Project Benefits. 5. Community Involvement support 6. Environmental & Social Consideration 7. Land & Compensation 8. Grievance Redress Mechanism (GRM) and Community Advisory Committee (CAC) 9. Employment & local benefits 10. Consultation schedule 11. Open forum	LW explained that the additional Finance scope of work for SIRAP2 AF includes sealing of North Road and upgrading of East Road and Suavana Airstrip runway. He also emphasised that though those roads MID will continue to be maintained, those roads will be maintained after the project leaves.	LW: Thank you for your remarks and for raising your concerns — they have been noted. As observed in the first 21 km of the project, some sections already have drainage systems and safety signage installed. Similar works will also be carried out along the remaining stretch of the road. 2. Community member: Will there be disruption to traffic during the construction work? JF: The contractor to do the work, we will ensure they will have a traffic management plan. Hence, ensuring the vehicles will still pass the construction site safely. Also, ensuring road safety for those walking along the road. 3. Community member: Will there be more community consultation meetings? JF: This is the initial consultation for this design phase, and there will be more consultation meetings coming up, and we look forward to all your participation.
Meeting 6: Anomasu Clinic & Fabaratoloa tower		Community meeting house	3rd August 2025, 11 AM

Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID & PST Communities: Anomasu and Aluta.	1. Welcome & objectives 2. Project overview - WB - Additional Finance - Scope of Work in Malaita 3. Project Benefits. 4. Community Involvement support 5. Environmental & Social Consideration 6. Land & Compensation 7. Grievance Redress Mechanism (GRM) and Community Advisory Committee (CAC) 8. Employment & local benefits	LW Lead presentation. He introduced the team, explaining the roles which the team presents play including MID, SIRAP2- PST. He then explained the SIRAP2 additional finance project and the scope of work that will be done. The work will continue from Baratalo to Atori. Our East Road will become good for all of us. The purpose of our awareness is about the new work that will be done next year when all the project document is set to go. He also emphasises the importance of the road and why we need this road to build lives, while we experience difficulties when the road is not convenient for our lives to access education, medical attention and our basic needs. It also takes into account that when road conditions are not good, transportation fares will also increase as people will not be able to meet those fares. So, this new proposed road project will easily address such an experience, where it will positively impact our lives. This awareness session is crucial for us to hear your concerns, comments, and questions about the upcoming road project. For East Malaita people, you are privileged to have this project than other	1. The community elder rep What is the width of the road that will be constructed. LW: the width of the road as gazette by our SIG is 30 meters, meaning 15 m from the center line and another 15 m each side, left to right. If any property is within the road measurement, it is considered an encroachment, where the government will not be responsible for paying for such property and damage while road works go ahead. But currently, most of the road work is being done, mostly about 10 or 12 meters. So, in this way, thinking of future development, this is really important to consider first because road improvement will still be coming ahead of us, where those 30 m is really important to consider in future. 2. Community elder, person Appreciation for this road awareness campaign conducted. He also commented that when this road work starts, our people need to understand that if we build within the road corridor, then we have to relocate our houses to allow this road development to proceed. So, he urges all his people to work together with the contractor and MID on those arrangements for the good of all.

	9. Consultation schedule 1. Open forum	parts of the Island, and you should be proud of this project that you have been selected as a priority by the WB project to work with and to improve lives. 	JF: commented on the upcoming project that, from other communities' experience, for Fabaratoloa, it is easier to understand this kind of work because previous work has happened in this area road section. So, for this reason, with previous experience, you are all aware of this road work. 3. Community rep 5 What is the recommended speed limit for those roads from Baratalo to Atori? LW: mentioned that when road improvement happens, people should also be educated on the speed limits because when such improvement happens, the speed limit will also increase. For this reason, parents and families along this road need to educate their children on the use of the road to avoid any unnecessary accidents.
Meeting 7: Fabaratoloa tower		Community meeting house	2nd August 2025, 11 AM
Stakeholder	SIRAP2 AF Key Issues /Agenda	Presentation	Question, Concern, Comments
MID & PST Communities: Baratolo & Aikuku		LW Lead presentation. He introduced the team, explaining the roles which the team presents play including MID, SIRAP2- PST. He then explained the SIRAP2 additional finance project and the scope of work that will be done. The work will continue from Baratalo to	1. Community elder: Thank you to the project team for conducting this awareness meeting. We appreciate the updates and are pleased to see the improvements made to the road from Dala Market. It's great news that the road upgrade will be extended all the

		Atori. Our East Road will become good for all of us. The purpose of our awareness is about the new work that will be done next year when all the project document is set to go. He also emphasises the importance of the road and why we need this road to build lives, while we experience difficulties when the road is not convenient for our lives to access education, medical attention, and our basic needs. It also takes into account that when road conditions are not good, transportation fares will also increase as people will not be able to meet those fares. So, this new proposed road project will easily address such an experience, where it will positively impact our lives. This awareness session is crucial for us to hear your concerns, comments, and questions about the upcoming road project. For East Malaita people, you are privileged to have this project than other parts of the Island, and you should be proud of this project that you have been selected as a priority by the WB project to work with and to improve lives.	way to Atori. Thank you, SIG, for your commitment to this important project. 2. Community rep Concern and question about the contractor's performance. His concern and questioning of the quality of work undertaken in this upcoming work. He observed from previous work with other local contractors. The work is completed, but after 3 to 4 weeks, when the contractor moves out from the project site, they experience that the road starts to deteriorate and spoil. How is this? Quality work must be considered. LW: This is the main concern for all of us today. For this reason, we held this session purposely to hear from you people. So, the process of select contractor is to make sure quality of work is capture and this session is led to select of contractor for quality work. Tender process will be strictly select best contractor to undertake this work. At Least for long time is what we want on this road. RB: Comment on the important of the road development where we all need to aware of. In any development project we all need each other support to make it through a successful project. In this case WB Support us with funds to make this road and we people support this project in traditional knowledge and relevant information
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			required to support the project. In other words, resolve our own issue regarding the road work and took aside community grievance and deal with without disturb the work road progress. Very important for us to know since we all need this road to upgrade for the good of all. With this deal, our session today we will also do select community members to join a CAC member to work with contractor and MID with another stakeholder as well. So, this is the support where we need in this development. 3. Community rep 4 Question on road hump: if community people can put their own road hump, is that a legal way to do it? LW: That act is illegal, meaning police can arrest because this is against the law of our country, where hump is restricted from building by people. Only get approval from MID before the hump can be built. Without such approval, people are not allowed to impose such a practice in their community. Every law is enforced by police, and people still not cooperating with the law enforcement is another issue in the community because people are still not cooperative with such practice. Police will try their best to draw up their statement, but the problem is the people.
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Appendix J: Community Consultation Presentation

Page 1/12 COMMUNITY CONSULTATION SECOND SOLOMON ISLANDS ROADS AND AVIATION PROJECT ADDITIONAL FINANCING (SIRAP2 AF) – MALAITA ROAD 27th July – 7th August 2025	Page 2/12 1. WELCOME & OBJECTIVES  1. Welcome and acknowledgement  2. Purpose of consultation To inform, engage, and gather feedback from affected communities regarding the Malaita Road upgrades under SIRAP2 AF.  3. Goals of consultation  Ensure transparency  Promote community ownership  Identify and mitigate social and environmental impacts
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2. PROJECT OVERVIEW

1. Brief Introduction to SIRAP2 AF

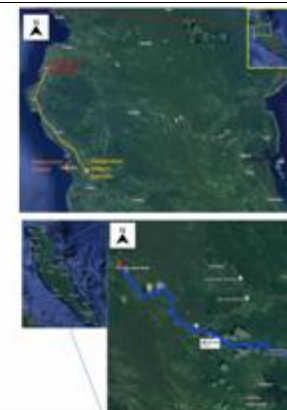
The Solomon Islands Government, with World Bank financing, is implementing the Second Solomon Islands Roads and Aviation Project (SIRAP2) to improve the climate resilience and safety of the Solomon Islands road and aviation sectors. In 2024, the Solomon Islands Government requested additional financing (AF) for SIRAP2, given the need to expand SIRAP2 further. It is now approved and effective as of March 2025.

The investment priorities under the SIRAP2 AF are located on the following islands:

- ☐ Upgrading of Suavanao Airfield located in Suavanao, Isabel Province.
- ☐ Sealing 12 km of North Road, Malaita Province.
- ☐ Routine maintenance and regravelling on 21 km of East Road, Malaita Province.

2. Scope of Works in Malaita:

- i. **Sealing of 12 km North Road (Gwazunaru Airport Junction to Kwaisulinia Market)**
 - ☐ This is a follow-up consultation to previous consultations conducted in 2020 and 2023 by MID and SIRAP.
 - ☐ There was routine maintenance done by EDTL under SIRAP.
- ii. **Routine maintenance of East Road (including upgrading key vulnerable spots to enhance climate resilience), Baratalo to Atori, 21km.**
 - ☐ This is the first consultation conducted under SIRAP.
- iii. All the activities will be within the road right-of-way.
- iv. Timeline



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3. WHY THIS PROJECT MATTERS

✓ Benefits to the Community:

- ☐ Improved road safety and access
- ☐ Better connectivity to markets, schools, and health services
- ☐ Job creation and local economic opportunities



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4. COMMUNITY INVOLVEMENT



- ☐ Importance of Your Voice
- ☐ How Feedback Will Be Used
- ☐ Opportunities for Participation

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5. ENVIRONMENT AND SOCIAL CONSIDERATION

1. Potential Impacts Pre/during construction :
 - ☐ Land use and access
 - o Contractors camp & laydown sites, quarry
 - ☐ Noise and dust during construction
 - ☐ Safety concerns
 - o OHS and public health & safety
2. Mitigation Measures
 - ☐ Contractor's ESMP compliance and monitoring



6. LAND AND COMPENSATION

- ☐ All construction activity will be on the Gazette road corridor – no land acquisition & resettlement required.
- ☐ Contractor's camp and laydown:
 - o Contractor and landowner MOU for lease.
- ☐ Quarry/Gravel:
 - o Contractor and landowner MOU.
 - o BMP permit and Quarry management plan.



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7. GRIEVANCE REDRESS MECHANISM

- ☐ Any complaints regarding issues with construction (dust, noise, safety), GBV or SEAH
- ☐ GRM Channels (Local Focal Points, Hotline, Written Complaints)
- ☐ Response Timeline and Escalation



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8. EMPLOYMENT AND LOCAL BENEFIT

- ☐ Job Opportunities During Construction
- ☐ Preference for Local Workers
- ☐ Training and Capacity Building



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9. CONSULTATION SCHEDULE

- The next follow-up consultation will be during the design and construction phase:
- Introduce the contractor
- Establishment of CAC
- Schedule of work
- Feedback on any queries raised



10. OPEN DISCUSSION

FEEL FREE TO COMMENT OR ASK QUESTIONS

• TAGIO TUMAS

Your support is vital to this project's success.

Appendix K: ESMP Screening Checklist – North Road

ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN SCREENING FORM				
Province: Malaita Province		Ward: Buma & Fauabu Wards (West Kwaraáe Constituency)		
Type of Works: ▪ Sealing of roads ▪ Removal and disposal of debris associated with any eligible activity ▪ Quarrying for River Gravel				
Brief description of works/activities: [i.e., length of road, need/purpose of works, proposed works (list/explain activities), number of villages (approx. population) to benefit] This project involves the sealing of a 12 km section of the North Road, stretching from the Auki–Gwaunaru’u Airfield Junction to Kwaisuliniu in Malaita Province. The entire stretch lies within the West Kwara’ae Constituency, specifically passing through Buma and Fauabu Wards. Along this corridor, there are more than ten medium-sized communities and settlements. Based on the 2019 census, Buma Ward has a population of 8,122 and Fauabu Ward has 9,926 residents—bringing the total to 18,048 people who will directly benefit from this infrastructure upgrade. Additionally, the North Road serves as a key access route for travellers from communities in the East and further north, connecting them to Auki and beyond. As such, the impact of this project will extend well beyond the immediate area, benefiting a broader population across Malaita Province.				
A. ACCESSIBILITY & TOPOGRAPHY				
No.	Questions	Yes	No	Comments

1.	Is the site located on a slope or hilly area made of soft/loose formations with high erosion/landslide potential?		✓	The 12km North road section is in land about <1km parallel to the coastline on traverse hilly slopes some of which are concrete paved under SIRAP. The soil formation is not too loose, however, if during heavy rain they would be high chances of soil erosion. For the identified contractor's camp: i. Former Exodus Camp - It is on a hilly area with stable soil formation. ii. Fote Landing site - The area is near the sea on sea-level, with stable soil formation. Quarry site identified: i. Areo, Buma & Kwaisuliniu Quarry are on hilly area with stable soil formation. No signs of erosion observed.
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				 Areo Quarry site – noted to have legacy issues from previous SIRAP Project.  Buma Quarry.
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				 Kwaisuliniu Quarry.
2.	Is the site located in vulnerable areas subject to (that may affect the stability of the facility to be built?):			
	i. Flooding		✓	
	ii. Tidal / Storm Surge	✓		i. Fote Landing site - Can potentially happen during cyclone.
	iii. Saltwater Inundation		✓	
	iv. Steep Slopes		✓	
	v. Land Slides		✓	
	vi. Is it less than 10m away from the sea or river?	✓		i. The road passes 4 rivers/stream and the closest point of the road to the sea is about 200m. ii. Fote Landing site

				- This site next to the shoreline.
3.	Is the project site located in a flood plain area or in areas at low elevation above sea level so that it is at risk of inundation in the long term?		✓	
4.	Is the existing ground level lower than the historical flood level?		✓	
5.	Is the ground where the construction will take place lower than the surroundings, where rainwater may concentrate and cause flooding easily?		✓	
6.	Is the site at or below sea level?		✓	
7.	Is it safe and easy to access the site in rainy weather?	✓		
B. ECOLOGICAL – FLORA & FAUNA				
1.	Is the project located in the following area:			
	i. In/near the gazette Protected Area? (Marine or Terrestrial Protected Areas by Communities or NGOs (Please provide details)		✓	
	ii. Declared conservation area,		✓	
	iii. Sensitive environment (mangrove, forests, high biodiversity area), or 400m or above sea level?	✓		The road runs parallel and about 200m – 1km to the coast.
	iv. Is there any vegetation cover that may be disturbed or cut down – Grass, Shrubs, Big Trees, Mangroves, Others (please specify)		✓	
	v. Is the site located on any crop or cultivated land?		✓	

2.	Is it possible that the activity may impact on any wildlife or endangered species?		✓	The project site is already a disturbed site.
3.	Is it possible that any wildlife or insects that may attack humans, such as snakes, bees, fire ants, etc., will be present at the site?		✓	
4.	Forest land will be used, or will existing forest land be converted into agricultural land?		✓	
5.	During construction, will it affect any of the following:			
	i. Food trees, gardens, or crops	✓		On the existing road, fruit trees and crops would not be affected. If the 15x15m road width will be used then yes, it can potentially affect a few fruit crops and plants.
	ii. Ecologically important areas in outer reef and lagoon islands		✓	
	iii. Swamps		✓	
	iv. Wetlands		✓	
	v. Mangroves		✓	
	vi. Close to the coast		✓	The closest point to the coast is about 200m. However, if there is any spill at the river/stream it can also end up at the sea.
	vii. Riverbank or Stream	✓		The road passes through 4 bridges and about 19 culverts. Meaning, the road passes through river and streams. If there is bitumen or fuel spill then this can affect the rivers/streams.

	viii. Rare and endangered species		✓	The construction activities will be on already disturbed sites.
6.	Will materials be extracted from (If so, has permission been given by relevant person)?		✓	
	i. Lake/riverbed	✓		If require river gravel.
	ii. Coral reef		✓	
	iii. Hillside			
	iv. Local Quarry		✓	If require coronus for the subgrade, sub base and base layer of the road.
7.	Will cutting of timber be required? If so, has permission been given by the relevant person?		✓	
C. CLIMATE & HYDROLOGY				
1.	Is the site located within the river buffer zones (50 -100m) or 50m from a log pond?	✓		The road project site passes 4 rivers/stream.
2.	Has the area undergone severe drought in the most recent 5 years?		✓	
3.	Has the area undergone frequent flooding during the wet season?	✓		The community, particularly in Fote Low community (down stream), during the community consultation has reported that during the rainy season, the river frequently floods their village.
4.	Was the area severely affected by thunderstorms and lightning before?	✓		

5.	Has an earthquake happened in the area before?	✓		
6.	Will construction place demand on the local drinking water supply?		✓	It should not be a problem; the workers camp can collect rainwater or borehole.
7.	Will it cause water contamination or pollution?	✓		Possibly, if there is fuel spill or uncontrolled dumping of bitumen or septic spill, then that will cause contamination to river source or underground water respectively. The contractor will have mitigation and management plans in the CESMP, and annex hazardous material management plan.
8.	Will natural waterways be diverted, or flow reduced? If so, will this affect upstream/downstream users and the natural environment?		✓	
9.	Will the groundwater supply be affected?		✓	
10.	Is groundwater supply safe for drinking?	✓		Underground water should be safe for washing and cooking but need to get tested first and continuous monitoring.
11.	Is there likely to be any water contamination, or will it remain safe for drinking during the operation phase?	✓		Possibly, if there is fuel spill or uncontrolled dumping of bitumen or septic spill, then that will cause contamination to river source or underground water respectively.
D. CULTURE				
1.	Are there any of the following areas within the proposed sites:			

	i. Sacred tree that may be affected?	✓		There is a sacred tree identified during the screening. Based on visual assessment of the road corridor it possibly that it is within the 15x15m road width (to be confirmed). There is a high chance of dispute from the landowner if the contractor disturbs the area.
	ii. Grave within 50m from the site?		✓	Have observed few graves in communities along the road.
	iii. Statues within 50m from the construction site?		✓	
	iv. Cultural heritage,		✓	
	v. Sacred areas	✓		- Karasi tabu site - Fote height tabu site
	vi. Tambu/ kastom	✓		- Karasi tabu site - Fote height tabu site
	vii. Archeological sites in/near the site?		✓	
2.	Are there any other objects/structures of spiritual importance to local communities that may be affected by construction or operation phase?		✓	
3.	Other cultural characteristics to be noted. (Specify)			
E. NATURAL RESOURCES				

1.	Will the use of water, energy, land, and forest during the construction and operation phase restrict access to some communities?		✓	
2.	Other Natural Resources characteristics to be noted. (Specify)		✓	
F. PEOPLE & LAND				
1.	Does the land require significant involuntary land acquisition?		✓	The road works will be on existing gazetted road. And for the potential camp/laydown area and quarry site, the site should be clear without causing any involuntary land acquisition.
2.	Does anyone live on the land?			
3.	Is the land			
	i. Privately Owned			
	ii. Crown Land (Provincial or Government)			
	iii. Customarily Owned	✓		Former Exodus camp – The property owner was consulted and supportive if the contractor decide to lease their property. 

				• Fote landing site  • Areo, Buma and Kwaisuliniu   Areo Quarry Buma Quarry  Kwaisuliniu Quarry
4.	Will site clearance remove any person? (If so, has permission been given by the relevant person)		✓	

5.	Will the site clearance affect any livelihoods? (Garden crops, tree crops, etc.)		✓	
6.	Are there any food trees that belong to individual households that may be cut off?	✓		This will be confirmed for the road alignment because there are few fruit trees beside the road.
7.	Have upstream and downstream communities been excluded from consultations?		✓	This will be considered during future consultations.
8.	Will there be any likely conflict with downstream users?		✓	
9.	Are there any disputes over the ownership of the preferred site(s) or absentee landowners?		✓	
10.	Does the land equate to more than 10% of the total landholdings of one landowner or household? If so, has alternative land been provided by the community?			N/A
G. HEALTH AND SAFETY				
1.	Are there sanitation, hygiene, and public health risks?	✓		There is no proper sanitation and wastewater treatment facility in Malaita.
2.	Will toxic chemicals or hazardous materials be generated or used? (Fuel, paint, chemicals, batteries, asbestos, etc.)	✓		Fuel, primer, bitumen, batteries etc...
3.	Is asbestos present in any buildings or structures?		✓	
4.	Will the subproject generate waste materials? If so, where will these be disposed of?	✓		Construction waste: Fuel spill – bring back to Honiara in an enclosed drum/container for disposal.

				• Bitumen - bring back to Honiara in an enclosed drum/container for disposal. • Asphalt waste – donate to patch feeder roads • All hazardous material will be returned to Honiara for disposal. Kitchen waste: • Biodegradable waste – give to community for animal feed. • Recyclable like bottle water give to community if requested. • Other recyclable waste should be buried or dispose at Auki dumpsite
5.	Will it generate air pollution (dust, smoke hazards)?	✓		Asphalt/concrete plant can generate air pollution. Mitigation and management plans must be in place and proper monitoring.
6.	Will it generate noise and vibration disturbance?	✓		Asphalt plant and other machineries (roller, paver) can generate noise and vibration during operating hours
7.	Will the works result in increases in, or changes to the type of, traffic using the road?	✓		The sealing of the road will change the speed limit of the vehicle i.e. vehicles will travel will be faster which is one of the main concerns from communities during the consultations.

8.	Will any of the works require the use of toxic chemicals, herbicides, and/or explosives?			N/A
9.	Is there likely to be any soil pollution or erosion?	✓		Possibly soil pollution from bitumen/fuel spill. Mitigation and management plans will be in place.
H. EXISTING FACILITIES				
1.	Is power available for the construction?		✓	Portable generator will be recommended. Hence, ensuring it works properly with inbuilt spill tray and safe handling/operation of this machine.
2.	Is there a safe place to stockpile or store materials?	✓		1. Former Exodus Camp and Fote Landing site and the Gwaigeo site is safe stockpile.
3.	Is there any security risk (damage, theft)?	✓		There is possibility, therefore, security measures must be in place by contractor
4.	During the construction phase, are there any public health and safety risks management for the communities such as:			
	i. Traffic	✓		
	ii. Water	✓		Communities like Koa uses the river as their water source, if there is any contamination it will affect the community's water source.
	iii. Power		✓	

5.	Will the following facilities be provided to the workers during construction?			
	i. Safe drinking water	✓		i. There is no water supply available. Contractor to provide water to support the camp. ii. The closest healthcare facility is Gwaunoa Clinic and Kilufi is a few Kilometers away. To avoid putting stress to the limited resources to the facility, contractor is advised to stock medication and first aid kits. iii. There is no rubbish disposal facility along the road project. Contractor to discuss with the MPG and a waste management plan in place.
	ii. Sanitation	✓		
	iii. Medication (First Aid Kit)	✓		
	iv. Personal Protective Equipment (PPE)	✓		
	v. Rubbish Bin	✓		
	vi. Proper Rubbish Disposal Site	✓		
6.	Are the following services close to the proposed site?			
	i. School	✓		There are about 5 schools close to the project proposed site: Faiako Community High School, Trinity Community High School, Buma Community High School, Gwaunoa community High and Fote Community High school.
	ii. Clinic	✓		There is one healthcare centre at Gwaunoa.
	iii. Communication Mode	✓		Telekom reception available.
	iv. Clean and safe Drinking Water		✓	Solomon water does not operate in the area yet. Communities are only relying on rainwater while others have ground water source. The

				groundwater source if it's safe and clean for drinking will only be verified after testing.
	v. Market	✓		Community market and other small canteen along the road.
	vi. Wharf		✓	
	vii. Airstrip	✓		The Gwaunaruú airstrip is about 2km from the Road junction.
7.	Are there any existing natural drains at the site?	✓		
8.	Are there any existing water pipes crossing the site?	✓		Water crossing sites: • Buma Height community  • Bio community  • Fote Low community

				 • Fote High community  • Gwaunoa community  • Fatakalua community  (Others to confirm)
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9.	Is there an existing road that might be impacted or damaged during construction?	✓		The deteriorating road from Fiu Bridge to the Gwaunaru'u Airport Junction is at risk of further damage if heavy vehicles continue to use it. The increased load stress from these vehicles could worsen existing issues such as erosion, weakened pavement, and potholes.
10.	Will the subproject likely impact the beneficiaries with noise, odor, or visual impacts during the operation phase?	✓		During the operation period, noise, odor & dust will come from the asphalt plant. Noise from the machines working on the road. Mitigation and management plan must be in place.
Other information, map, additional issues or impacts, etc., should be specified on the attached sheet: List attachments:				

Appendix L: ESMP Screening Checklist – East Road

ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN SCREENING FORM				
Province: Malaita Province		Ward: Fauabu (West Kwaraáe Constituency) and Nafinua Ward (East Malaita Constituency)		
Type of Works: ▪ Routine maintenance and regravelling of 21km roads from Baratolo to Atori. ▪ Establishment of camp and laydown area. ▪ Quarrying for Gravel				
Brief description of works/activities: [i.e., length of road, need/purpose of works, proposed works (list/explain activities), number of villages (approx. population) to benefit] This project, part of the Malaita Road Improvement initiative, involves routine maintenance and regravelling—along with upgrades to key vulnerable sections to improve climate resilience—along a 21 km stretch of the East Road between Baratolo and Atori. The road passes through two wards and two constituencies: Fauabu Ward in the West Kwara'ae Constituency and Nafinua Ward in the East Malaita Constituency. According to the 2019 census, Fauabu Ward has a population of 9,926, while Nafinua Ward has 4,593 residents. In total, over 15,000 people are expected to benefit directly from this project. Additionally, communities from Sububeno-Burianiasi Ward in East Fataleka and Faumamanu-Kwai Ward in East Kwaio Constituency also rely on this road for travel to Auki and beyond.				
I. ACCESSIBILITY & TOPOGRAPHY				
No.	Questions	Yes	No	Comments
8.	Is the site located on a slope or hilly area made of soft/loose formations with high erosion/landslide potential?	✓		Construction site: - The existing road is mostly along hilly area, with few steep slopes made from mostly coronus material. The road cut through ridges and there are signs of landslide in few spots. From the Nafinua junction to Atori Police station the soil is

				red and muddy which is inaccessible to short vehicles. Potential Camp/Laydown Area: There are few sites identified which are potential camp & laydown area for the contractor. The areas are in hill area.
9.	Is the site located in vulnerable areas subject to (that may affect the stability of the facility to be built?):			
	vii. Flooding		✓	
	viii. Tidal / Storm Surge	✓		Atori Port was impacted by a storm surge coinciding with a king tide.
	ix. Saltwater Inundation		✓	
	x. Steep Slopes	✓		There are steep sections along the road section.
	xi. Land Slides	✓		Land slide/erosion on road shoulders observed
	xii. Is it less than 10m away from the sea or river?	✓		The road passes several rivers and streams; about 8 culverts, 8 timber bridges, 1 iron bridge and 1 river crossing (timber bridge broken). So roughly about 18 water bodies (streams and rivers). However, the water bodies will not be affected if proper mitigation measures are in place.
10.	Is the project site located in a flood plain area or in areas at low elevation above sea level so that it is at risk of inundation in the long term?		✓	The project road is along high elevation and mountainous area that runs through ridge of thick forest at both side of the road.
11.	Is the existing ground level lower than the historical flood level?			N/A

12.	Is the ground where the construction will take place lower than the surroundings, where rainwater may concentrate and cause flooding easily?		✓	
13.	Is the site at or below sea level?		✓	
14.	Is it safe and easy to access the site in rainy weather?	✓		
J. ECOLOGICAL – FLORA & FAUNA				
8.	Is the project located in the following area:			
vi.	In/near the gazette Protected Area? (Marine or Terrestrial Protected Areas by Communities or NGOs (Please provide details)		✓	None sited on SPREP PIPAP.
vii.	Declared conservation area,		✓	
viii.	Sensitive environment (mangrove, forests, high biodiversity area), or 400m or above sea level?	✓		Sensitive Environment such as river and forest. As the road head towards Atori Port it decends towards the Eastern Coast of Malaita and the region is known for Mangrove ecosystem.
ix.	Is there any vegetation cover that may be disturbed or cut down – Grass, Shrubs, Big Trees, Mangroves, Others (please specify)	✓		Shrubs possibly.
x.	Is the site located on any crop or cultivated land?		✓	
9.	Is it possible that the activity may impact on any wildlife or endangered species?		✓	
10.	Is it possible that any wildlife or insects that may attack humans, such as snakes, bees, fire ants, etc., will be present at the site?		✓	
11.	Forest land will be used, or will existing forest land be converted into agricultural land?		✓	The project will be along an existing road.
12.	During construction, will it affect any of the following:			

	ix.	Food trees, gardens, or crops			
	x.	Ecologically important areas in outer reef and lagoon islands		✓	Care still should be taken to avoid fuel/oil spills and sedimentations into the coastal waters.
	xi.	Swamps		✓	
	xii.	Wetlands		✓	
	xiii.	Mangroves	✓		
	xiv.	Close to the coast	✓		
	xv.	Riverbank or Stream	✓		The road passes several rivers and streams; about 8 culverts, 8 timber bridges, 1 iron bridge and 1 river crossing (timber bridge broken). So roughly about 18 water bodies (streams and rivers). However, the water bodies will not be affected if proper mitigation measures are in place.
	xvi.	Rare and endangered species		✓	
13.	Will materials be extracted from (If so, has permission been given by relevant person)?				
	v.	Lake/riverbed		✓	
	vi.	Coral reef		✓	
	vii.	Hillside		✓	
	viii.	Local Quarry	✓		Quarrying of materials for the road improvement. CESMP, specifically QMP and BMP are required. Four (4) potential Quarry sites were identified.

				 Baratolo Quarry  Feraábu Quarry  Kwaiafa-Alisisiu Road Quarry
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14.	Will cutting of timber be required? If so, has permission been given by the relevant person?		✓	N/A
K. CLIMATE & HYDROLOGY				
12.	Is the site located within the river buffer zones (50 -100m) or 50m from a log pond?	✓		
13.	Has the area undergone severe drought in the most recent 5 years?		✓	
14.	Has the area undergone frequent flooding during the wet season?		✓	Potential Contractor Camp: Aluta Bridge - Potentially flood due the location of the area and direction of the river flow.
15.	Was the area severely affected by thunderstorms and lightning before?	✓		
16.	Has an earthquake happened in the area before?	✓		
17.	Will construction place demand on the local drinking water supply?		✓	There is no water supply available, there, contractor need to collect rainwater and borehole water to supply the camp.
18.	Will it cause water contamination or pollution?	✓		If there is fuel or septic spill, then it can contaminate/pollute water.
19.	Will natural waterways be diverted or flow reduced? If so, will this affect upstream/downstream users and the natural environment?		✓	
20.	Will the groundwater supply be affected?	✓		If there is fuel or septic spill, then it can contaminate/pollute groundwater.
21.	Is groundwater supply safe for drinking?	✓		Yes, however, needs to be tested.
22.	Is there likely to be any water contamination, or will it remain safe for drinking during the operation phase?	✓		It will remain safe if contractor is managing and avoid any spillage from oil or septic tanks.
L. CULTURE				
4.	Are there any of the following areas within the proposed sites:			

	viii. Sacred tree that may be affected?		✓	None sited but need to verify
	ix. Grave within 50m from the site?		✓	None sited
	x. Statues within 50m from the construction site?		✓	None sited
	xi. Cultural heritage,		✓	
	xii. Sacred areas		✓	None sited but need to verify
	xiii. Tambu/ kastom		✓	
	xiv. Archeological sites in/near the site?		✓	
5.	Are there any other objects/structures of spiritual importance to local communities that may be affected by construction or operation phase?		✓	
6.	Other cultural characteristics to be noted. (Specify)		✓	
M. NATURAL RESOURCES				
3.	Will the use of water, energy, land, and forest during the construction and operation phase restrict access to some communities?		✓	There is no water & power supply available. Land use will only be for contractor laydown and accommodation and will be acquired through contractor – Landowner(s) MOU for lease and must be agreed upon. There will be no forest use. If, timber is required, then will be sourced from those selling timber.
4.	Other Natural Resources characteristics to be noted. (Specify)		✓	
N. PEOPLE & LAND				
11.	Does the land require significant involuntary land acquisition?		✓	The road is already an existing and gazetted road. Road Act was discussed during the initial consultation and communities aware of this. There are small shrubs, floral plants and fruit trees with a few markets stalls/canteen that are within the ROW (15x15m).

				For laydown and accommodation, there are unoccupied land and community houses that are available along the project road. Some of the buildings were occupied by former road contractor under MID contracts. There involuntary resettlement is insignificant.
12.	Does anyone live on the land?			For the potential laydown/accommodation sites: - Baratolo: The house was previously used by former contractor. Observed people residing in the area.  - Aluta: The area is a former contractor camp. Observed people residing in the area.  - Feraábu: The land is empty.

				 4. Fadila: The house is unoccupied.  5. Malafusi: is a former contractor camp and is unoccupied.  Contractor to confirm and establish an MOU with landowner/landlord(s) before occupying.
13.	Is the land			
	iv. Privately Owned			
	v. Crown Land (Provincial or Government)			
	vi. Customarily Owned	✓		For the potential laydown and accommodation, they are mostly customary owned.

14.	Will site clearance remove any person? (If so, has permission been given by the relevant person)		✓	
15.	Will the site clearance affect any livelihoods? (Garden crops, tree crops, etc.)	✓		Possibly
16.	Are there any food trees that belong to individual households that may be cut off?	✓		Need to confirm with alignment.
17.	Have upstream and downstream communities been excluded from consultations?		✓	
18.	Will there be any likely conflict with downstream users?		✓	
19.	Are there any disputes over the ownership of the preferred site(s) or absentee landowners?		✓	
20.	Does the land equate to more than 10% of the total landholdings of one landowner or household? If so, has alternative land been provided by the community?		✓	
O. HEALTH AND SAFETY				
10.	Are there sanitation, hygiene, and public health risks?			
11.	Will toxic chemicals or hazardous materials be generated or used? (Fuel, paint, chemicals, batteries, asbestos, etc.)		✓	
12.	Is asbestos present in any buildings or structures?		✓	
13.	Will the subproject generate waste materials? If so, where will these be disposed of?	✓		There is no waste disposal site nearby. However, during construction period, the contractor can collect kitchen wastes and give to the community for their pigs, water bottles can be reused by communities if requested.

				Hazardous waste must be contained in an enclosed container and ship back to Honiara for proper disposal. Waste management plan must be in place.
14.	Will it generate air pollution (dust, smoke hazards)?	✓		Dust from moving vehicle and machineries. However, this will not be a new issue as that road is an existing road and observed dust from moving. The pollution will be higher during construction phase due to number of vehicle and machineries.
15.	Will it generate noise and vibration disturbance?	✓		
16.	Will the works result in increases in, or changes to the type of, traffic using the road?	✓		During the construction phase it might reduce vehicle speed and after the project when the road is smooth then the vehicle will probably run fast. So yes, there will be changes to traffic.
17.	Will any of the works require the use of toxic chemicals, herbicides, and/or explosives?		✓	
18.	Is there likely to be any soil pollution or erosion?	✓		Possibly, it is certain that erosion can happen during rainy weather and if there is fuel spillage then there will be soil pollution.
P. EXISTING FACILITIES				
11.	Is power available for the construction?		✓	There is no power supply along this road. Therefore, contractor will require to have generator for the camp and laydown area and a portable generator if required along the road. The contractor must ensure the generator sits on a well bunded and under a shed with safety warning signs, spill kits and fire extinguisher ready.

12.	Is there a safe place to stockpile or store materials?	✓		Contractor needs to form an MOU with landowners.
13.	Is there any security risk (damage, theft)?	✓		There is a probability for theft and damages to property, therefore, it is recommended to hire security personnel and conduct community awareness with the support of police officers and the establishment of CAC.
14.	During the construction phase, are there any public health and safety risks management for the communities such as:			
	iv. Traffic	✓		During construction period there is risks to traffic/road incident or accident for road users and pedestrians. With the risks, there is a need for safety risk management in place like CESMP - TMP, OSHP required,
	v. Water	✓		If there is fuel spillage or dump of soil/rubbish in the waterway. Proper waste management must be in place.
	vi. Power		✓	If public come to contact with the power supply unit at the construction site, then there will be safety risks.
15.	Will the following facilities be provided to the workers during construction?			
	vii. Safe drinking water	✓		i. The contractor's camp must establish a sustainable water supply system by collecting rainwater or sourcing water from a borehole. ii. Kilufi Hospital is located in Auki, with Kwaiafa, Anomasu & Tabawao Clinic being the nearest healthcare facilities.
	viii. Sanitation	✓		
	ix. Medication (First Aid Kit)	✓		
	x. Personal Protective Equipment (PPE)	✓		
	xi. Rubbish Bin	✓		
	xii. Proper Rubbish Disposal Site	✓		

				To avoid placing additional strain on the clinic's limited medical resources, the contractor should ensure the camp is well-stocked with essential medications and a comprehensive first aid kit. iii. No established rubbish disposal sites present. Contractor rubbish segregation is essential, so that items such as hazardous waste etc... return to Honiara for proper disposal.
16.	Are the following services close to the proposed site?			
	viii. School	✓		Aikuku CHS, Kwaiafa CHS, Atori Primary & Secondary School,
	ix. Clinic	✓		Kwaiafa clinic, Anomasu clinic & Tabawao Clinic
	x. Communication Mode		✓	Mobile communication is the most efficient method of communication. There are telekom towers on site, however, due to land disputes the service have been switched off.
	xi. Clean and safe Drinking Water	✓		There is no water supply available, however, most communities along the road project are using streams and rivers as a source of drinking water including rainwater collected in tanks.
	xii. Market	✓		
	xiii. Wharf	✓		
	xiv. Airstrip		✓	
17.	Are there any existing natural drains at the site?	✓		

18.	Are there any existing water pipes crossing the site?	✓		There is possibly a water pipe crossing at Faufaúia. However, contractor will confirm.
19.	Is there an existing road that might be impacted or damaged during construction?		✓	
20.	Will the subproject likely impact the beneficiaries with noise, odor, or visual impacts during the operation phase?	✓		Yes, however, it will only be during the operation phase.
Other information, map, additional issues or impacts, etc., should be specified on the attached sheet: List attachments:				